

8

OLD AND NEW  
ST. LOUIS  
Illustrated





THE LIBRARY  
OF  
THE UNIVERSITY  
OF CALIFORNIA  
LOS ANGELES



























# OLD AND NEW ST. LOUIS:

A CONCISE HISTORY OF THE METROPOLIS OF THE WEST AND SOUTHWEST,  
WITH A REVIEW OF ITS PRESENT GREATNESS AND  
IMMEDIATE PROSPECTS,

BY

JAMES COX,

*Author of "St. Louis Through a Camera," "The Carnival City of the World," "Missouri at the  
World's Fair," "Our Own Country," &c.*

---

WITH A

BIOGRAPHICAL APPENDIX,

COMPILED BY THE

CENTRAL BIOGRAPHICAL PUBLISHING CO.



---

ST. LOUIS, 1894:  
CENTRAL BIOGRAPHICAL PUBLISHING CO.,

UNDER THE AUSPICES OF  
THE SUNDAY MIRROR.

COPYRIGHT, 1894, E. W. MATHER.



Press of    
CONTINENTAL PRINTING CO.,  
515 North Third Street,  
 ST. LOUIS.



## PUBLISHERS' NOTICE.

THE PUBLICATION of "Old and New St. Louis" has been delayed far beyond the wishes of the publishers by the immense amount of work which had to be done, not only in securing data concerning the lives and achievements of prominent men in the city, but also in having the necessary steel plates made. A large number of gentlemen who could not possibly be excluded from a work of this character have been absent from the city, and neither photographs nor biographical data could be obtained until they returned. The completeness of the work and the unprecedented and uniform excellence of the plates is ample justification for the delay.

The introductory and historical chapters have been in print for upwards of a year, and since they were written a number of events have taken place which have greatly affected the city's standing and its prospects. The financial depression of 1893 has been succeeded by a period of healthy reaction. No city in the United States withstood the panic in such a thoroughly satisfactory manner as St. Louis, which has the proud record of no bank failure for a period of nearly nine years. St. Louis generally is in a much better condition financially and commercially than it was when the earlier chapters of this work were prepared, and it now stands before the world a model of financial strength and of conservative progressiveness.

The largest Union Railroad Station in the world, described in Chapter V., was completed during the summer of 1894 and opened with befitting ceremonies at the commencement of the fall festivities season. In every respect the depot has proved to be superior to expectation, and the words of praise written in anticipation of the completion of the work seem feeble and inadequate in view of the magnificent realization.

The Planters Hotel, also described as in course of construction, was completed shortly after the New Union Station and was opened to the public immediately. Like the magnificent structure fourteen blocks farther west, the Planters Hotel—referred to in this work as the New Planters House, its exact title not having been determined upon until a recent date—far exceeds expectation. It is declared by experts to be one of the finest hotels in the world, and in many most important respects it is absolutely

unsurpassed and indeed unapproached. In the Biographical Appendix a record will be found of the lives of some of the men who have given to St. Louis this noble hostelry, and more particularly should credit be given to Mr. Isaac S. Taylor. This accomplished architect not only conceived the unique plan upon which the hotel is constructed, but also superintended the work in every detail, preparing special designs on every possible opportunity and earning the praise and commendation, not only of the owners of the hotel, but also of the public generally and of the traveling fraternity.

The Autumnal Festivities Association, whose work is described in Chapter VII., having completed its program, went out of existence on October 9, 1894, to be succeeded by the Business Men's League, another organization which is justly entitled to be included in the list of "aids to progress." The Veiled Prophet made his annual visit in October, preceded a few days by King Hotu, who, with his Funny Fellows, gave the first of a series of annual daylight parades. The city's record as a convention gathering place has been more than maintained, and the Trans-Mississippi Convention, held at the Exposition Building in November, brought to the city representative men from all the Western States.

Another event of importance to St. Louis, not referred to at length in the historical chapters for obvious reasons, was the launching of the Steamship St. Louis at Philadelphia on November 12, 1894. This magnificent steamship, the largest ever constructed in America, will carry the American flag between the United States and Europe. As soon as work commenced on this vessel, the Bureau of Information of the Autumnal Festivities Association entered into communication with Mr. Griscom, president of the International Navigation Company, and suggested to him that the ship be named "St. Louis," in honor of the great metropolis of the West and Southwest. The suggestion was favorably entertained, and subsequently a meeting was called at the mayor's office which resulted in a committee being appointed to visit Philadelphia. On their arrival at the City of Brotherly Love the committee found that the request already made to President Griscom had been complied with. It accordingly pledged the city to make a suitable presentation to the ship in recognition of the courtesy extended. A large party of St. Louisans went to Philadelphia to be present at the launching, and when the great ship commenced to glide gracefully into the water, Mrs. Cleveland broke a bottle of St. Louis champagne upon it and christened it in due form.

During 1894 a practical test has been made of the new water-works, which come up to every expectation. The street car equipment of the city has also been vastly



improved. The table of mileage given on page 77 does not now represent the actual mileage of St. Louis street railways. Thus the Union Depot system, which is credited with fifty-five miles of track, has now seventy-six miles. The most important addition to its service has been the Grand Avenue division, the work on which is now nearly complete, and which will provide a most important north and south road. The Lindell company has increased its mileage from forty-one to fifty-five miles. The most important addition to its service has been the Compton Heights division, with a total mileage of eleven. This line connects the Eads Bridge and the new Union Station with a district in the southwest which is very thickly populated. The Baden Railway Company has ceased to exist, and the old horse-car line has been replaced by a double-track electric road, operated by the owners of the Broadway cable. The total mileage of track in the city is now 208, with forty-five additional miles authorized and about to be constructed. At the present time the percentage of cable to electric road is as one and eight. This percentage will be still further decreased by the substitution of electricity for cable power on the Citizen's road, or Franklin Avenue cable, as it is more generally called, the change being now nearly complete.

ST. LOUIS, December, 1894.







# TABLE OF CONTENTS.

	PAGE.
CHAPTER I.	
OLD ST. LOUIS: From the Founding of the Trading Post in 1764 to the Adoption of the City Scheme and Charter in 1876, - - - - -	9
CHAPTER II.	
NEW ST. LOUIS: Some of the Influences which Brought About the City's Second Birth.—A Succession of Triumphs, - - - - -	20
CHAPTER III.	
MANUFACTURES: A Brief Summary of the Immense Importance of the Manufacturing Interests of New St. Louis, - - - - -	27
CHAPTER IV.	
TRADE AND COMMERCE: St. Louis Territory and the Way in which Its Orders for Merchandise are Executed, - - - - -	45
CHAPTER V.	
RAILROAD AND RIVER FACILITIES: The Best Railroad Center in the United States.—The Largest City on the Largest River in the World.—The Largest Railroad Station in the World, - - - - -	53
CHAPTER VI.	
RAPID TRANSIT AND ITS INFLUENCES: Early Struggles of Omnibus and Street Car Companies.—The Introduction of Cable and Electric Power.—The Effect on Improvements and Values, - - - - -	70
CHAPTER VII.	
SOME AIDS TO PROGRESS: The Veiled Prophet, Autumnal Festivities Association, Illuminations, Exposition and Fair.—Conventions.—Commercial Organizations, - - -	79
CHAPTER VIII.	
FINANCE AND BANKING: New St. Louis an Important Financial Center.—Bank Clearings.—Trust Companies and Building Associations, - - - - -	89
CHAPTER IX.	
BUILDING IMPROVEMENTS: One Hundred Miles of Street Frontage Built Upon in Three Years.—History of the Fire-Proof Office-Building Era.—Investments and Improvements and Their Influence upon Values, - - - - -	94
CHAPTER X.	
MUNICIPAL DEVELOPMENT: The New Water-Works.—New City Hall.—New St. Louis, the Pioneer in Street Sprinkling and Electric Lighting, - - - - -	105
CHAPTER XI.	
SOCIAL ADVANTAGES: A Clean Bill of Health and Its Causes.—Educational Facilities.—Art.—Libraries.—Churches.—Music.—Theaters.—Clubs.—Hotels.—Bench and Bar.—Medical.—Journalism, - - - - -	115
BIOGRAPHICAL APPENDIX, - - - - -	131
GENERAL INDEX, - - - - -	569





# OLD AND NEW ST. LOUIS.

## CHAPTER I.

### OLD ST. LOUIS.

FROM THE FOUNDING OF THE TRADING POST IN 1764, TO THE ADOPTION OF THE CITY  
SCHEME AND CHARTER IN 1876.

THE TRADING POST from which has grown the fifth largest city in the United States was established in 1764, in which year Auguste Chouteau, with about thirty followers, landed at the foot of what is now known as Walnut street. The founders of the city erected a few log cabins on the ground subsequently occupied by Barnum's Hotel, and here they were joined by Pierre Liguist Laclede (or Pierre Laclede Liguist, as he seems to have signed his name), by whose directions the settlement had been made. Authorities differ concerning the origin of the name by which the city has been known from the first. The theory generally accepted to-day is that Laclede christened the settlement "St. Louis" in honor of the canonized monarch of France, though quite a large number of well-informed writers assert that he gave it the name as a mark of respect and loyalty to Louis XV., who then occupied the French throne, and whose patron saint was Louis IX. In explanation of this latter theory, it is argued that Laclede was not aware that the territory west of the Mississippi River had been ceded to Spain, and that he only learned of his error the following year, when, to his intense grief and disgust, he became acquainted with the terms of the treaty of Paris of 1763. But, however this may

have been, the early settlers were almost exclusively French; and, although the territory was nominally under Spanish government, little effort was made to assert authority or to introduce the Spanish language or customs. The history of the trading post during the eighteenth century has been written at length by several competent authorities. The adventures of the hardy pioneers were more thrilling than important, and for the purposes of this review it is sufficient to state that when the famous Louisiana purchase was completed in the year 1803, the population of St. Louis was still less than a thousand, with Carondelet as a separate trading post or town, with a population about one-fifth that of St. Louis itself.

An excellent pen picture of St. Louis at the time of its passing into the hands of the United States is given by Richard Edwards in his "Great West." "There was," we are told, "but one baker in the town, by the name of LeClerc, who baked for the garrison, and who lived in Main street, between what is now known as Elm and Walnut. There were three blacksmiths, Delosier, who resided in Main street, near Morgan; Recontre, who lived in Main, near Carr, and Valois, who resided in Main, near Elm, and did the work for the government. There was but one physician, who was

Dr. Saugrain, who practiced many years after the territory passed into the possession of the American government, and who lived on Second street.

"There were but two little French taverns in the town, one kept by Yostic, and the other by Landreville, chiefly to accommodate the *couriers des bois* (hunters) and the *voyageurs* (boatmen) of the Mississippi. These little taverns, visited by the brave, daring and reckless men, who lived three-fourths of the time remote from civilization, in the wild solitudes of the forests and rivers, and in constant intercourse with the savages, were the very nurseries of legendary narratives, where the hunters, the trappers and the boatmen, all mingling together under the genial excitement of convivial influences, would relate perilous adventures, hair-breadth escapes; deaths of comrades and families by the tomahawk, starvation and at the fire-stake; murders by the pirates of Grand Tower and Cottonwood Creek; captivity in the wilderness and cave, and protracted sufferings in the most agonizing forms incident to humanity. There is no record of these wild narratives, which could have been preserved for future times; had there been an historian, who, by the embalming power of genius, would have preserved them in an imperishable shape for posterity. Both of these taverns stood upon the corners of Main and Locust streets.

"The principal merchants and traders, at the time of the cession to the United States, were Auguste Chouteau, who resided in Main street, between Market and Walnut; Pierre Chouteau, who resided on the corner of Main street and Washington avenue; and had the whole square encircled with a stone wall—he had an orchard of choice fruit, and his house and store were in one building—the store being the first story, and the family residence the second; Manuel Lisa lived on Second street, corner of Spruce; Labbadie & Sarpy; Roubidou lived at the corner of Elm and Main, and Jaques Clamorgan corner of Green and Main. The Debreuil family occupied a whole square on Second street, between Pine and Chestnut."

### THE FIRST INCORPORATION.

The town of St. Louis was first incorporated on November 9, 1809, in accordance with the provisions of an act passed the preceding year by the Legislature of the Territory of Louisiana. The boundaries as then defined correspond with present lines and names as follows: On the north a line from the river, between Biddle and Ashley streets, to the vicinity of Seventh and Carr, thence south to Seventh and Cerre streets, and thence east to the river. The population of the town on its budding into corporate existence was 1,400, and its wealth, according to the first assessment, was \$134,516. Auguste Chouteau was the heaviest tax-payer, his town assessment being \$15,000, independent of about \$61,000 worth of real estate which was situated beyond the limits of the little town, but which is now in the heart of the great city. There had been a great deal of land speculation prior to this, and values had gone up every time the tide of immigration gained strength and impetus. There were a few other wealthy men in the city, as wealth went in those days, including J. B. C. Lucas, John O'Fallon, William Clark, William Christy and Henry Von Phul.

After its incorporation the town of St. Louis began to grow rapidly, and in the year 1822, when it was advanced to the rank and dignity of a city, its population was 5,000. The boundaries were extended in December of that year as far north as Ashley street and as far south as Labbadie and Convent streets, the western line being on Broadway, between Ashley and Biddle streets, and on Seventh, between Biddle and Labbadie streets. The area of the town was thus increased to 385 acres, on which there were to be found about 650 houses, 419 of which were frame. The taxable property had not yet reached a million dollars, and the annual income from taxation was a trifle less than \$4,000.

Several additions were platted out during the '30s, including the Lucas addition, between Seventh and Ninth and Market and St. Charles streets; the Soulard addition, between the river and Carondelet avenue and Park and Geyer avenues; O'Fallon's 1836 addition, between Sev-



enth and Eighth streets and Wash street and Franklin avenue; Langham's addition, between LaSalle and Rutger streets and Second and Fifth streets; Christy's addition, between Ninth and Twelfth streets and Franklin and Lucas avenues; O'Fallon's 1837 addition, between Seventh and Fourteenth streets and Franklin avenue and Biddle street; and Soulard's second addition, between Carondelet avenue and Decatur street and Park and Geyer avenues, including a reserved square, subsequently the site of the Soulard Market.

In 1839 the city limits were again extended. In the meantime the population had increased rapidly and was now 16,000, with taxable property assessed at \$8,682,000. In 1841 the limits were again increased, this time to take in a total area of 2,630 acres and to increase the taxable property to twelve millions. Additions were laid out in large numbers during the next fifteen years, including William C. Carr's third addition from Eighteenth street to Jefferson avenue, between Franklin avenue and Biddle street. The conditions of the dedication of this addition were unique. It was declared that there "shall be no butchery, tallow chandlery, soap factory, steam factory, tannery, nine-pin alley, or any other offensive business or occupation, set up or carried on in any part of said addition, whereby the dwellers or any lot-owners, proprietors or occupants may be in any way annoyed or disturbed." Nine-pin alleys appear to have been a special menace to peace and quietness half a century ago, for the dedication of several other additions contain specific references to and restrictions against them.

In December, 1855, the city limits were again extended, and most of the additions of the last ten or twelve years were taken in. The southern boundary was extended to Keokuk street, and a line 660 feet west and north of Grand avenue became the western and northern limits. The area of the city was increased to seventeen square miles, and the assessed valuation to \$59,609,289. The town of Bremen, incorporated in 1845, and the town of Highland, incorporated three years later, were absorbed by the exten-

sion. The former has preserved its name and individuality to this day, but the latter is known only to history and the proverbial "oldest inhabitant." It included the five squares between Jefferson and Leffingwell avenues, from Laclede avenue to Eugenia street. Among the numerous subdivisions which became portions of the city in 1855, the Stoddard and Compton Hill additions are the only two which have preserved their identity to any extent, or whose names are familiar to any except title examiners and realty agents.

After another interval of fifteen years, in April, 1870, the limits were again extended, and Carondelet became a portion of St. Louis. Our southern neighbor, which at one time had been looked upon as a possible rival; had not been able to keep up with us, though it had grown into a prosperous little city, first incorporated in 1833, and advanced to city rank eighteen years later. In 1872 the limits were extended north and west so as to include Tower Grove, Forest and O'Fallon Parks, but in 1874 the Legislature repealed the act and restored the limits of 1870.

On August 22, 1876, the scheme and charter was adopted, and the city of St. Louis was separated from the county, it being thus made a free city in local government; an advantage possessed by no other city in the Mississippi Valley.\* The area was increased to sixty-two and one-fourth square miles, and the assessed value of real estate to \$181,345,560. The new territory made part of St. Louis included the towns of Lowell, incorporated in 1849; Rock Springs (1852), Cheltenham (1852), Quinette (1859), Mount Olive (1854), and Cote Brilliante (1853), as well as McRee City, Fairmount, Rose Hill, Evans Place and College Hill additions. Some of these towns and additions still retain their names, while others have completely lost their identity, and become entirely merged into the general street nomenclature. Every one has heard of, and may have

\* As far as the writer has been able to ascertain, there is but one other town in the United States which is practically a county as well as a city.

smelt, Lowell, but comparatively few could locate Quinette or McRee City. Twenty years hence, few, if any, of these distinctive names will exist in anything but a pleasant memory.

#### EARLY FINANCIAL DIFFICULTIES.

St. Louis kept pace with its increase in territory. A post-office was established soon after the Louisiana purchase, and Rufus Easton, a lawyer and title examiner, was the first postmaster. In July, 1808, Joseph Charles commenced the issue of the *Missouri Gazette*, the first newspaper published west of the Mississippi. It was necessarily a very primitive newspaper, but its growth has been on a par with that of the city, and, as the *Missouri Republican* and the *St. Louis Republic*, it has acquired national importance and influence. In 1811 there were two schools, one French and one English, and during that year a market was erected on Centre Square, between Market and Walnut streets and Main street and the river, the site of the old Merchants' Exchange. In 1816 the first bank was incorporated, with Samuel Hammond as president and John B. N. Smith, cashier. Prior to this there had been little or no circulating medium in St. Louis, trading being conducted by means of exchanges of lead and skins for groceries, dry goods and other merchandise. This financial institution, the Bank of St. Louis, soon had a rival in the Bank of Missouri, established in 1817, with Auguste Chouteau as president, but neither of these banks enjoyed a lengthy career of prosperity. Even in those days bank officials were not proof against the temptation of over-speculation.

While the inhabitants of St. Louis were worrying over financial problems, Missouri was admitted to the Union, and in December, 1822, the newly-formed State Legislature passed an act incorporating St. Louis. In April of the following year the first corporate officers of the city were elected. Mr. William Carr Lane was the first mayor of the city, and Messrs. Thomas McKnight, James Kennerly, Philip Rocheblane, Archibald Gamble, William H. Savage, Robert Nash, James Loper, Henry Von Phul and James Lackman were the first aldermen elected after

the city's final incorporation. The size and importance of St. Louis at this period are easily ascertained, because, in 1821, the first St. Louis directory was published, and, although compared with publications of to-day the book appears crude and imperfect, it gives information of a very valuable character, and settles a great many questions which would otherwise be in dispute.

From this directory it appears that in May, 1821, or about eighteen months before the incorporation, there were 651 dwelling houses in St. Louis; of these, 232 were of brick and stone and 419 were of wood, and rather more than half the structures were in the northern portion of the town. In addition to the dwelling houses, there were, to use the words of the directory, "a number of brick, stone and wooden warehouses, stables, shops and outhouses." Among the buildings, the steamboat warehouse, built by Mr. Josiah Bright, is described as a large brick building, which would do credit to any of the Eastern cities. Mention is made of "the Cathedral," which, when the directory was compiled, was forty feet high, with a frontage of forty feet and a depth of one hundred and thirty-five, and also of the elegant and valuable library of Bishop Du Bourg. The St. Louis College, we are told, had sixty-five students and several teachers. As to the other educational and mercantile establishments, the following extract from the directory tells the story concisely and with evident accuracy.

#### A PEN PICTURE IN 1821.

"St. Louis likewise contains ten common schools, a brick Baptist church, forty feet by sixty, built in 1818, and an Episcopal church, of wood. The Methodist congregation hold their meetings in the old court house and the Presbyterians in the circuit court-room. In St. Louis are the following mercantile, professional, mechanical, etc., establishments, viz.: Forty-six mercantile establishments, which carry on an extensive trade with the most distant parts of the Republic in merchandise, produce, furs and peltry; three auctioneers, who do considerable business—each pays \$200 per annum to



the State for a license to sell, and on all personal property sold is a State duty of three per cent, on real estate one and a half per cent and their commission of five per cent; three weekly newspapers, viz., the *St. Louis Inquirer*, *Missouri Gazette* and *St. Louis Register*, and as many printing offices; one book store; two binderies; three large inns, together with a number of smaller taverns and boarding-houses; six livery stables; fifty-seven grocers and bottlers; twenty-seven attorneys and counsellors-at-law; thirteen physicians; three druggists and apothecaries; three midwives; one portrait painter, who would do credit to any country; five clock and watchmakers, silver-smiths and jewelers; one silver plater; one engraver; one brewery, where are manufactured beer, ale and porter of a quality equal to any in the Western country; one tannery; three soap and candle factories; two brickyards; three stonecutters; fourteen bricklayers and plasterers; twenty-eight carpenters; nine blacksmiths; three gunsmiths; two copper and tinware manufacturers; six cabinetmakers; four coachmakers and wheelwrights; three saddle and harness manufacturers; seven turners and chairmakers; three hatters; twelve tailors; thirteen boot and shoe manufacturers; ten ornamental house and sign painters and glaziers; one nail factory; four hair-dressers and perfumers; two confectioners and cordial distillers; four coopers, block, pump and mastmakers; four bakers; one comb factory; one bellman; five billiard tables, which pay an annual tax of \$100 each to the State and the same sum to the corporation; several hacks or pleasure carriages and a considerable number of drays and carts; several professional musicians, who play at the balls, which are very frequent and well attended by the inhabitants, more particularly the French, who, in general, are remarkably graceful performers and much attached to so rational, healthy and improving an amusement; two potteries are within a few miles, and there are several promising gardens in and near to the town."

A great deal more information of a valuable character is given. Thus, we are told that

eight streets ran parallel with the river, intersected by twenty-three streets running east and west. The streets in the lower part of the town were narrow, varying from thirty-two to thirty-eight and one-half feet in width, but the streets on "the hill" were much wider and more handsome. On the hill in the center of the town was a public square 240x300 feet, reserved for a court-house. Mention is made of two fire engines, with properly organized companies, one in the northern and the other in the southern portion of the city, in addition to which every dwelling and store had to be provided with good leather fire buckets. Much space is devoted to the Missouri Fur Company, whose capital was "supposed" at the time to amount to about \$70,000, the company having in its employ twenty-five clerks and interpreters, and seventy laboring men. The Indian trade of the Missouri and Mississippi Rivers amounted to about \$600,000 a year; and the estimated imports of the town to about \$2,000,000. The commerce by water was carried in by steamboats, barges and keel boats, and the principal articles of trade were fur, peltry, lead and agricultural products. Two miles above town, at North St. Louis, there was a steam saw-mill, with several common mills on neighboring streams. "The roads leading from St. Louis," the directory notice continues, "are very good, and it is expected that the great national turnpike leading from Washington will strike this place, as the Commissioners of the United States have reported in favor of it."

The population of the town was estimated at 5,500 by the compiler of the directory, and the alphabetical list of householders contains about 800 names. It is interesting to note the first name on the list is "Abel, Sarah, seamstress, North Fourth, above C," and the last "Young, Benjamin, baker and grocer, 81 South Main street."

#### THE CITY'S FIRST MAYOR.

The salary of the first mayor of St. Louis, Mr. William Carr Lane, was fixed at \$300 per annum, but he applied himself most zealously to the city's interest; and among the first acts

of his administration were the division of the city into wards, the straightening and more accurate defining of the streets, the appointment of assessors and health officers, and the grading and partial paving of Main street.

In 1826 an ordinance was passed authorizing the building of a court-house, and in the following year work was commenced on the arsenal. A forward step was taken in the direction of city improvements by the systematic naming of the streets. At first, all the streets of St. Louis bore French names. Main street, from Almond to Morgan, was "La Rue Principale," and Second street was "La Rue de l'Eglise," or Church street, so called because of the first church of the city being built upon it. These French names had continued until 1809, when another system was adopted. Market street, which was even then the dividing line between north and south, was the only east and west street with a distinctive name. Other streets were, for the most part, distinguished by letters of the alphabet. In 1827 a much better system of nomenclature was adopted, and during the same year ordinances were passed for raising funds for the erection of a market and town-house, and also for the grading and paving of Chestnut and Olive streets as far west as Fourth.

In 1829, Mr. Daniel B. Page was elected mayor, and much activity was manifested by the municipal authorities in the way of street grading and paving. Fourth street was surveyed from Market to Lombard street, and Seventh street was extended to the then northern limits of the city. Locust street was also graded and paved as far west as Fourth, and the city began to put on metropolitan airs in other ways. In the following year a bridge was erected across Mill Creek, at Fourth and Fifth streets, and a large amount of enterprise in the way of brick-making was manifested. As a result, the primitive one-story houses of the French and Spanish *regime* began to give place rapidly to brick buildings, and the building lines were much more carefully observed.

In 1831, more attention was paid to manufacturing, and the steamboat and river traffic

began to increase rapidly. The work of paving and grading the streets was continued actively, and the government of the city was generally regarded as excellent. In 1832 the city's progress was checked by an attack of cholera, but in the following year the temporary set-back was overcome, and marked progress was made. Mr. Edwards, in his "Great West," says of this period: "Since the first arrival of a steamboat, every year they have increased in number, and at this time there was not a day but numbers of steamers landed at the levee, or departed for Ohio, Illinois, Missouri, and the upper and lower Mississippi. There was also a line of stages for Vincennes and Louisville. The time of performing the journey by coach between St. Louis and Louisville was three and a half days. There was also a stage line between St. Louis and Galena, via Springfield. There was, as yet, no railway to destroy the impediments of distance, and a journey through the interior of the Western country, that could not be assisted by river navigation, if performed in early spring, was associated with every idea of discomfort; the horses floundering in mud-holes, and probably not being able to extricate the vehicle, and then the traveller had to step out, oftentimes in the very middle of the sink, which held to his legs with such quicksand pertinacity that it frequently required considerable effort to disengage himself."

#### ENTHUSIASM AND MET- APHOR IN 1835.

Despite these apparent difficulties, the city's growth was rapid, and much foresight was manifested by the authorities. In 1835, the Commons were sold and one-tenth of the proceeds was devoted to the support of public schools, the remainder of the proceeds being used for city improvements generally. Much enthusiasm was aroused by the success of the sale, and a local writer of the day says of St. Louis: "She already commands the trade of a larger section of territory, with a few exceptions, than any other city in the Union. With a steamboat navigation more than equal to the whole Atlantic seaboard; with internal improvements, projected and in progress; with thousands of emigrants spreading



their habitations over fertile plains which everywhere meet the eye, who can deny that we are fast verging to the time when it will be admitted that this city is the lion of the West?"

The same writer goes on to enthuse over the proposed erection of a theatre, and shortly after his prophecy was issued, the corner-stone was laid of the St. Louis Theatre on the corner of Third and Olive streets, on the site now occupied by the old post-office. The ground cost fifty dollars a foot front and the expense of the building was about \$60,000. The enterprise appears to have been somewhat in advance of the requirements of the times, and the early history of the theatre shows that the projectors met with a great deal of discouragement.

A year later work was commenced on the Planter's House, which was subsequently completed by the St. Louis Hotel Company.

In 1836, about twenty-five of the leading merchants formed the "St. Louis Chamber of Commerce," not for the purpose of buying and selling grain and trading in options, but to generally further the interests of the city in commercial matters. Edward Tracy was the first president, Henry Von Phul, vice-president, and John Ford, secretary. Meetings were held after office hours at regular intervals, and substantial good was effected. The Merchants' Exchange was not established until 1849, and in 1850 it was joined by the Millers' Association. In 1837, the Bank of the State of Missouri was incorporated with a capital stock of \$5,000,000. The need of banking facilities had been much felt in St. Louis, and the new institution was heralded with much rejoicing and satisfaction.

It was at about this period that the absolute necessity of railroad facilities between St. Louis and the East and West began to be appreciated, and Mayor John F. Darby called the first railroad convention held in St. Louis. Although some years elapsed before practical results were manifest, the building of the roads now known as the Iron Mountain and the Missouri Pacific was practically decided upon. Delegates were present at the convention from eleven of the best counties of the State, and the influence of

the meeting was felt in many ways. The years 1836 and 1837 were also memorable in the history of St. Louis for the first appearance of a daily paper, the *Missouri Republican*, commencing its daily issue at about the time of the railroad convention.

The financial panic of 1837 does not appear to have affected St. Louis as much as other cities of the Union, and even at this early stage of its existence, the "Future Great" established a reputation for solidity and financial soundness which has so marked it during the last half-century. The recovery from the depression was so rapid that the year 1839 was distinctly a boom year. The Mechanics' Exchange was formed, the steamboat trade grew enormously, a mayor's court was established and the population increased to upwards of 16,000. During the year more than 2,000 steamboats arrived at the port—no less than 659 during the month of March.

In 1841, the Planters' House was opened, and that the city had attained considerable importance as a manufacturing point is shown by the record of factories and business establishments to be found within it. There were, according to Mr. Edwards, two foundries; twelve stove, grate, tin and copper manufactories; twenty-seven blacksmiths and housesmiths; two white-lead, red-lead and litharge manufactories; one castor-oil factory; twenty cabinet and chair factories; two establishments for manufacturing linseed-oil; three factories for the making of lead pipe; fifteen tobacco and cigar manufactories; six grist-mills; six breweries; a glass-cutting establishment; a britannia manufactory; a carpet manufactory and an oil-cloth factory. There were also a sugar refinery; a chemical and fancy soap manufactory; a pottery and stoneware manufactory; an establishment for cutting and beautifying marble; two tanneries, and several manufactories of plows and other agricultural implements.

In the following year the foundation stone of the Centenary church at the corner of Fifth and Pine streets was laid, and in 1843 immense activity was manifested in the building of com-



mercial structures. Eighteen hundred and forty-four was the year of the disastrous river flood which did immense damage, but which did not prevent 1,146 buildings being erected during the year.

**THE GREAT FIRE  
AND ITS  
INFLUENCES.**

In 1846 the Mercantile Library was organized, and the foundation laid for the splendid institution which has done so much educational work for the city in every way. In 1849 the city's progress was checked by a calamitous fire, resulting in a loss of upwards of \$3,000,000. The entire area between Locust and Market streets, and from Second street to the river, was devastated, and this catastrophe was followed by another attack of cholera, this time more serious than the first. During the months of May, June and July the number of deaths attributed to cholera amounted to 4,000, and when the scourge was over a stricken and bruised city was left. Under some conditions dual disaster such as this would have discouraged the inhabitants and set back the progress of the city for many years; but the men who were building up St. Louis were of sterner stuff than this, and it has since turned out that the disasters were in many respects blessings in disguise. The new buildings which took the place of the old ones were much more substantial in character and much more metropolitan in appearance and far greater precautions were taken against loss by fire. Main street was widened, the levee was paved and sanitary regulations were adopted which have since proved of immense value to the city.

On October 15th of this year the second great railroad convention was held, and the building of the Pacific Railroad was assured. On the fourth of July, 1851, ground was broken for this road, and in 1852 work was commenced on the Ohio and Mississippi and on the Terre Haute and Alton roads. Thus was the foundation laid for the system of railroads which has made St. Louis the best railroad center in America. In 1855 the St. Louis Agricultural and Mechanical Association was incorporated with Mr. J.

Richard Barret its first president. The site still occupied by the Fair Grounds was purchased and in 1856 the first fair was held.

Early in the same year work was commenced on the Southern Hotel, but the progress made prior to 1861 was inconsiderable. Street railroads began to make their appearance at this period, and it is mentioned as quite an achievement that seven or eight thousand passengers were carried daily. In 1859 the old Post-office and Government building was erected on Third and Olive streets, and Mr. John Hogan appointed postmaster.

When the war broke out the population of St. Louis was a little more than 160,000. Progress was retarded by the "late unpleasantness," but not altogether checked. In 1862 the court house was finally completed, and in 1864 an act was passed by the Legislature incorporating the Illinois and St. Louis Bridge Company. In the following year the Missouri Legislature passed an amended act, and the necessary legislation was also obtained in the State of Illinois. In 1867 the Polytechnic building was finished, and in the same year Captain J. B. Eads completed his plans for the magnificent bridge which still bears his name, and which is regarded justly as one of the wonders of the world. In 1881 the Keystone Bridge Company of Pittsburg undertook the contract for the superstructure, and on the fourth of July, 1874, it was announced with great rejoicing that the magnificent bridge was completed. The tunnel was also constructed, connecting the bridge approach with the old Union Depot, and St. Louis at last was connected directly by means of railroads with the East.

This completes a brief outline of the history of Old St. Louis, from its first settlement by Laclède and Chouteau to the completion of the first bridge across the Father of Waters and the adoption of the Scheme and Charter. No attempt has been made to go into full details, but sufficient has been stated to indicate by what stages the little Indian trading point grew into a frontier village, a county town; an important river port, and finally a great metropolis.

The various events and happenings since the opening of the bridge will be found recorded in the various chapters dealing with the most important features of New St. Louis, a city which is destined to be at an early date the Metropolis of the Mid-Continent, and which is now the commercial and financial metropolis of the tier of prosperous and growing States which make up the great West, Southwest and South.

**ANNALS OF  
OLD ST. LOUIS.**

The following table of events of interest connected with Old St. Louis, will also be of value in tracing the growth of the city, and the building of great things out of small. It is not a complete historical index, but deals with points of importance with which every St. Louisan ought to be familiar:

February 15, 1764, Auguste Chouteau landed at site of St. Louis.

Louis St. Ange de Bellerive, French Commander, took possession July 17, 1765.

French supremacy supplanted by Spanish dominion, August 11, 1768.

Pontiac, the great Indian chief, visited St. Ange in 1769, and was murdered while visiting Cahokia.

Lieutenant Governor and Military Commandant Don Pedro Piernas assumed control for Spain, November 29, 1770.

St. Ange de Bellerive, who had accepted military services under Piernas, died in 1774, and was buried in the Catholic cemetery.

Pierre Laclède Liguist laid out and christened St. Louis, March, 1764.

First marriage, that of Toussaint Hanen and Marie Baugenon, solemnized April 20, 1766.

First Catholic church dedicated with solemn ceremonies, June 24, 1770.

First ferry established by Gamasche, June, 1776, forerunner of the Wiggins Ferry of to-day.

Les Petites Cotes, subsequently St. Andrews, now St. Charles, founded in 1769, and Florissant, then called St. Ferdinand, in 1776.

Pierre Laclède Liguist died June 20, 1778, while en route to New Orleans, and was buried somewhere near the mouth of the Arkansas.

Don Fernand de Leyba in 1778 succeeded Don

Francisco Cruyat, a wise and popular Governor in command of Upper Louisiana.

Monday, May 26, 1780, 1,000 Indians, incited by the English, attacked St. Louis and massacred forty citizens. This is known as *l'annee du coup*—the year of the blow.

Don Fernand de Leyba died June 28, 1780, and was succeeded by Lieut. Silvio Francisco Castabana.

The year 1785 was marked by disastrous floods, almost wiping out civilization in the valley. It was called by the French *l'annee des grandes eaux*—the year of great waters.

Boatmen on the Mississippi annoyed by pirates at Grand Tower, and in 1788 ten vessels united in an expedition from New Orleans, vanquished the robbers and reached St. Louis safely. This is known as *l'annee des dix bateaux*—the year of the ten boats.

The winter of 1799 was of extraordinary severity, and went into history as *l'annee du grand hiver*—the year of the hard winter.

Don Manuel Percy assumed gubernatorial control in 1788, the population of the St. Louis district then being 1,197, exclusive of Indians.

The beloved Zenan Trudeau was succeeded in 1798 by Charles Debault de Lassus de Lunerie, a native of France long in the Spanish service, and promoted to lieutenant-governor from military command.

May 15, 1801, marked the first appearance of small-pox, and the settlers commemorated the scourge by a peculiar title, *l'annee de la picotte*—the year of the small-pox.

The military fort of Belle Fontaine was established on the Missouri, near its mouth, by Gen. Wilkinson in 1806. Its site has long since been washed away.

Gen. Merriweather Lewis, the great explorer, and at the time Governor of the Territory, committed suicide in a moment of depression brought on by the hard times prevailing, while on a journey to Louisville, in October, 1809.

The Missouri Fur Company was formed by St. Louisans in 1808, and supplanted the Hudson Bay Company in what afterward became United States territory.

Charter granted St. Louis Lodge, No. 111, Masonic Order, September 15, 1808, to Gen. Merriweather Lewis, being the first lodge in the West.

First fire company organized January 27, 1810.

July 4, 1811, first public celebration of Independence Day.

Earthquake shook St. Louis and vicinity, December 16, 1811.

June 4, 1812, the name of Missouri was adopted for Territory, and first Territorial Legislature met, and the Post-office of St. Louis and departure of delegates to Washington.

First English school opened by Geo. Thompson in room on Market street, near Second, in 1818.

August 2, 1815, first steamboat, the "Pike," Capt. Jacob Reed, reached the foot of Market street, and was greeted with holiday demonstration.

The Bank of St. Louis, first institution of its kind in the Territory, incorporated August, 1816; Samuel Hammond, president, and John B. N. Smith, cashier.

The Missouri Bank was incorporated February 1, 1817, with Auguste Chouteau, president, and Liburn W. Boggs, cashier.

First Board of School Trustees, formed in 1817, consisted of Wm. Clark, Wm. C. Carr, Thomas H. Benton, Bernard Pratte, Auguste Chouteau, Alexander McNair and John P. Cabanne.

A fine cathedral was built in 1818 on the site of the old log church. It was decorated with original paintings by Rubens, Raphael, Guido and Paul Veronese, but afterwards destroyed by fire, except the gift of Louis XVIII., now in Walnut Street Cathedral.

A duel between Thomas H. Benton and Charles Lucas, April 12, 1817, resulted in the wounding of Lucas. A second meeting on September 27, resulted in his death.

A duel between Joshua Barton, United States District Attorney, and Thomas C. Rector, brother of Gen. Wm. Rector, on Bloody Island, June 30, 1818, resulted in the death of Rector.

St. Louis was incorporated as a city by act of the Legislature December 9, 1822, and William Carr Lane elected mayor, with a board of nine aldermen.

May, 1819, the "Independence," first steamboat, left for up the Missouri, reaching Old Franklin in seven days.

Gen. Wm. H. Ashley's expedition from St. Louis, 1824, reached the great Utah Lake, and discovered the South Pass through the Rocky Mountains.

Marquis Lafayette visited St. Louis April 28, 1825, and was received with great honor and prolonged festivities.

The year 1825 was marked by the erection of the First Episcopal and the First Presbyterian churches. The commencement of the present court house and Jefferson Barracks and the establishment of the United States arsenal were in the next year, 1826.

Convent of the Sacred Heart founded at Broadway and Convent street, 1827, by will of John Mullanphy. It is now located at Marysville, in South St. Louis.

The St. Louis University, under Jesuit control, was permanently opened November 2, 1829, at Ninth and Washington avenue.

First jockey club organized and opened a three-day meeting Thursday, October 9, 1828. The St. Louis Jockey Club opened the Cote Brillante track June 4, 1877.

In 1829, the first branch of the United States Bank, afterwards a bone of national contention, was established, with Col. John O'Fallon as president.

August, 1831, witnessed the bloodiest duel on record, Spencer Pettis and Major Biddle meeting on Bloody Island, firing at five paces, and both falling mortally wounded at the first fire.

The first water works, located at the foot of Bates street, were put in operation in 1832, and were a private enterprise, and purchased by the city in 1835. The Bissell's Point works were commenced in 1867 and delivered completed July 16, 1870.

The free public school system of St. Louis



under its present form was created by act of Legislature, February 13, 1833. Judge Marie P. Leduc was first president. The first free school was opened in 1837, four years later.

First lodge of Independent Order of Odd Fellows was established June 3, 1835, under the name of Travelers' Rest Lodge, No. 1, and had five members.

The year 1836 was marked by the burning alive by a mob of Francis McIntosh, a negro who had killed Deputy Constable Samuel Hammond, the atrocious event occurring on or about the present site of the old Polytechnic building.

The corner-stone of the St. Louis Theatre was laid in 1836 at Third and Olive, on the spot afterwards occupied by the custom house. N. M. Ludlow, chief of its founders, lived until three years ago. This was the first theatre in the West.

"The year the negroes were hung" was 1841, four men having murdered two young merchants, Jacob Weaver and Jesse Baker, for the purpose of robbery, and then set fire to the building in which the corpses lay. The criminals were early apprehended, and, being convicted, were executed upon Arsenal Island.

The first steamboat sent up the Yellowstone, the departure of the famous Bonneville expedition to the Far West, the exploration of Arkansas and establishment of Fort William, now Little Rock, were events of 1842.

The Bank of the State of Missouri was incorporated February 1, 1837, with a capital of \$5,000,000, in time to meet the great panic of that year, during which it temporarily suspended. The Planters' House was commenced same year.

The great Daniel Webster visited St. Louis in the summer of 1837, was entertained at the St. Clair Hotel, and the next day he spoke for six hours to an audience of 5,000 which had gathered to a barbecue in the field which was afterward Lucas Market Square, and is now known as Grant Place.

Centenary M. E. Church corner-stone was laid May 10; Hon. J. B. C. Lucas died; the first steamboat was built in St. Louis; Judge Bryan

Mullanphy was impeached for oppression; July 3, the steamer *Edna* blew up and killed fifty-five persons; General Atkinson died at Jefferson Barracks, all in the year 1842.

The Medical Society riots occurred February 25, 1844; the volunteer firemen's riot occurred July 29, 1849; the first of the Know-nothing riots April 5, 1852; a more serious Know-nothing riot August 7, 1854, in which ten persons were killed and thirty wounded, and the great railroad riots in 1877.

The "June rise" of 1844 eclipsed all previous high-water records, the crest being reached June 24, with the flood seven feet and seven inches above the city directrix. Steamboats landed at Second street and plied to the bluffs in Illinois. Over 500 people were rendered homeless. The city directrix was not reached in the abatement until July 14.

October 15, 1849, a mass convention was held at the court house to reconsider the building of a railroad to the Far West, which bore fruit, for on July 4, 1851, ground was broken in the practical commencement of the Pacific Railroad, the humble forerunner of the grand system of railroads now west of the Mississippi river. Thomas Allen was president of the first company.

Washington University was chartered in 1853 under the name of Eliot Seminary, which was, a year later, changed to Washington Institute. Smith Academy was added in 1856, and the University formally inaugurated April 22, 1857. The Law School was added in 1860, and the Manual Training School in 1880.

The old Lindell Hotel, on the site of the present hostelry, was commenced in 1857, and when completed, represented to the people of the country the astounding spectacle of a hotel beyond the Mississippi surpassing in magnitude any other in the United States. It was destroyed by fire in 1867, rebuilt and opened for business in 1874.

The first street car corporation in St. Louis was the Missouri Railroad Company, and the first car was driven by the president of the company, Hon. Erastus Wells, on July 4, 1859, who lived to see the development of the finest sys-

tem of local transportation of passengers in the world.

In 1874 the Union depot was established and the Eads bridge opened for traffic. The Union depot has outlived its usefulness, but the bridge remains an honor to the city and to the man who designed it.

In 1876 the scheme and charter was adopted, and St. Louis became an independent city without either county government or taxation.

In 1878 the first Veiled Prophet's pageant was seen in the city, and crude attempts were made to illuminate the city.

The Mercantile and Commercial clubs were both organized in 1881.

In 1882 the Cotton Exchange building was opened; work was commenced on the Exposition building, and the first extensive illuminations were seen.

In 1882 the agitation in favor of granite paving on the down-town streets was commenced and took definite shape.

In 1883 and 1884 the Exposition building was constructed, and the first Exposition was held in the months of September and October of the latter year.

In 1884 work was commenced with a view to securing legislation for a rapid transit street railroad in St. Louis, and Old St. Louis ceased to have any practical existence.

## CHAPTER II.

### NEW ST. LOUIS.

SOME OF THE INFLUENCES WHICH BROUGHT ABOUT THE CITY'S SECOND BIRTH.—A SUCCESSION OF TRIUMPHS.

**A** WELL-KNOWN character in fiction is represented as expressing doubts as to her birth, and as hazarding an opinion that she was never born at all, but just "grewed." So it is to a great extent with New St. Louis. We know to a day when Old St. Louis was born; we know how year after year it grew and flourished, and we know how and when it fulfilled and surpassed early expectations of greatness.

But just when New St. Louis commenced its existence cannot be determined by a reference to the calendar or a quotation from it. Old St. Louis is a thing of the past. The city in its magnificent maturity has "put away childish things" and ranks high among the foremost cities of the world. Its new Union Station is the grandest, largest railway passenger depot in the world, with track facilities and connec-

tions which are at once a marvel of intricacy and simplicity; the largest city on the largest river in the world, St. Louis has also unsurpassed railroad connections, with lines stretching out in every direction and running through every State in the Union; its manufacturing and commercial establishments are numerous and gigantic, and its manufacturing output is increasing more rapidly than that of any other city in the world. The little narrow thoroughfares of our grandparents have given place to some of the best paved and lighted streets in America. The street railway system of St. Louis has become the best in the country, and a veritable model even in these days of rapid transit and electric locomotion. Panics come and go, but the banks of St. Louis weather the storm with the ease of lifeboats, and emerge from it uninjured either in finance or reputation. The parks

of St. Louis are exquisite oases of beauty and verdure in the midst of a profusion of commercial palaces and delightful homes, and New St. Louis is in a hundred other ways a model city, not perfect of course, but rapidly advancing towards the ideal of municipal excellence.

But this does not settle the question of the date of the birth of New St. Louis, always assuming that it was born and did not mysteriously grow. The preceding chapter contains a rough outline of events from the founding of the town to the establishment of the city on an entirely independent basis by the adoption of the scheme and charter, and it may be asked—does not New St. Louis date from the severance of the city from the county? Did not Old St. Louis come into existence in 1764 and pass out of it in 1876?

The answer to both questions is "No."

The difference between Old and New St. Louis is far greater than a mere matter of years. It is something infinitely more important than a question of area and boundaries. It involves something much more tangible than a mere increase in material wealth and influence. Old St. Louis clung to the traditions of the past long after it had become one of the largest cities of the Union. It followed where it ought to have led. It scented danger in every new project, and devoted too little energy to measures of aggressive advance. It ignored the rivalry of smaller cities, and allowed them to encroach upon its territory right up to its very gates, and it adopted a policy of ultra-conservatism with a motto, implied if not expressed, that what had made the city great would keep it so for all time and against all comers. In a word it stood still, resting upon its own strength, ignoring the changes which modern invention and enterprise were making around, and ridiculing the idea of a serious deviation from the old established lines. The commercial interests of the city were mostly in the hands of men of mature years, many of whom had come West and grown up with the country, before Horace Greeley had commenced to philosophize.

Some of these veterans heralded the New St. Louis idea with delight, and gave it the support

and assistance of advice based upon half a century of hard work. But others, including some whose yeoman service certainly entitled them to rest and retirement, looked less favorably on the necessary rush and hurry of these latter days, in which every man who hopes to succeed must do at least the work of two men. They were literally astounded at the progress St. Louis had made during their sojourn in it, and instead of regarding that progress as evidence of unlimited possibilities, they were inclined to regard it as a magnificent achievement—as a battle valiantly fought and permanently won.

#### THE SENTIMENT IN 1878.

This feeling of finality, if the word may be used, was well expressed by a local writer in 1878: "Are St. Louis business men unprogressive? Some of our contemporaries out West are disposed to 'poke fun' at St. Louis because of the apparently unprogressive and unenterprising character of those who are rulers in her marts of trade and banks. Well, perhaps it is a truth that St. Louis is provokingly slow, but it would be well to remember that St. Louis is exceedingly sure, that she does not act for to-day only, but for all time. The truth is St. Louis is a very solid city; that the actual financial condition of her business men is a little too good for a very aggressive campaign for traffic. We do not say that the city is in danger of permanent injury from the prosperous condition of her citizens engaged in the business of merchandising, manufacturing, banking, building and other industries. St. Louis is a conservative city, that we readily admit; but the conservatism of our citizens does not lead them to neglect the great interests which center here, and which have thus far led to a great and substantial development. It is true, and we readily admit it, that the rather ultra-conservatism which prevails here sometimes delays the consummation of designs necessary to the continued prosperity of the city, and, to the extent of such delays, retards and injures its commerce. But the good people of St. Louis are neither blind nor destitute of ordinary intelligence.



They know their interests, and will be very certain to guard them with jealous care."

"Guarding with jealous care" is good, but it does not build up a city, nor is it either logical or progressive to speak of "the actual financial condition of business men" as "a little too good for a very aggressive campaign for traffic." Eternal vigilance is the price of a great many blessings besides liberty. A city can never be stationary in anything but location; in commerce, finance and influence it must either gain or lose—it must either achieve victories, or it must be content to suffer losses. Thus it was with Old St. Louis in the zenith of its glory. It ceased to be aggressive, and it lost ground. The census returns of 1880, the last it ever saw, were disappointing in the extreme, and the gains made by apparently insignificant rivals caused a general awaking to the fact that what the city had fought to obtain, it must fight to retain. "Poor old Missouri!" "Poor old St. Louis!" became every-day expressions, and an impression gained ground that St. Louis had seen its best days, that it was a great river town, but not in the race in the days of railroads, and that the western metropolis would not be on the western bank of the Mississippi, in the almost exact center of the great valley to which the Father of Waters gave its name.

New St. Louis is entirely different. Young, untiring men have assumed control of the city in every department, and where there was lethargy and content, there is now ceaseless energy and laudable ambition. People no longer say, "Good enough for St. Louis;" nothing is good enough which is not the very best. St. Louisans no longer hesitate when a new project of gigantic proportions is suggested; they are ready, to adopt a simile only partly applicable, to step in where angels fear to tread. In other words, the city leads where it used to follow; it insists where it used to yield; it frightens those it used to fear.

The change from the old regime to the new was in a measure gradual, and in a measure sudden. It did not take place when the Eads bridge was opened, nor was the extension of the

city limits and the adoption of the scheme and charter celebrated by a ringing out of the old and a ringing in of the new. The last three or four years of the seventies belong distinctly to the Old St. Louis period, and we must look to the eighties for the day and hour of the birth of New St. Louis.

#### **THE FIGHT FOR RAPID TRANSIT.**

And even here it is a case of doctors differing. According to one theory the death-knell to Old St. Louis was sounded when the ground was broken for the first rapid transit road in the city, the old Locust street cable, which in its twists and turns used to throw the passengers around with as little mercy as baggage handlers usually extend toward trunks and valises. Truly, the fight for a franchise was picturesque and emblematical. On the one side was the demand for rapid transit, with the unanswerable argument that time is money, and that there was no reason for St. Louis being content with mules and horses for street car traction, when smaller cities were building cable lines rapidly. The New St. Louis idea was well brought out, and there was a great deal of severe talk about old-fogyism, vested interests, Westinghouse air-brakes on progress, and the like.

As to the Old St. Louis theory, it was literally ridden to death. A good lawyer has been described as an advocate who knows when to stop; but the opponents to rapid transit helped on the good work of reform and progress by comical descents from the sublime to the ridiculous, and by riding their hobby to death. The street car powers that were naturally opposed the project because of its dangerous rivalry, and they succeeded in getting the ordinance so amended as to force upon the promoters what was described as "an impossible route." That is to say, they multiplied the curves and difficulties to such an extent that competent engineers expressed decided opinions to the effect that the road could never be operated even if built. This was fair fighting, but it was accompanied by considerable hitting below the belt. Worshipers of the old idea screamed with horror. Horses would be frightened, wheels would sink into the cable

slot, children and even adults would be crushed out of existence by the threatened Juggernaut, and streets would be rendered absolutely impassable. These arguments were raised, not once or twice, but dozens of times, both before the committees of the City Council and House of Delegates, and in the columns of the newspapers. It was a cry of flee from the cars to come, and there was no dearth of prophets to foretell dire disaster as the immediate and certain effect of the proposed profanation of the streets.

Nor was this all. The old story of the man who objected to gas because his father had lived and prospered with no brighter illuminant than a rush-light, was retold in a new form and without the narrators noticing the humor of their argument. St. Louis, they said, had grown into a great city without rapid transit, and what had sufficed in the past would do in the future. It, or rather they, did not need any innovations, and the city's reputation for substantial solidity would be jeopardized by the change. People did not live far enough from their places of business to make rapid transit necessary, it was urged, the theorists calmly oblivious of the fact that they were mixing up cause and effect, and that the reason people lived in crowded homes was because the most attractive and healthy portions of the city were inaccessible to all but the favored few who could afford to keep carriages and horses. Public opinion was divided to a remarkable extent, but common sense finally triumphed, the necessary powers were granted and the road was built.

This was in the years 1884, 1885 and 1886, and, we are inclined to think, a little after the birth of New St. Louis. There was a pitched battle between the old and the new, and both forces organized with sufficient thoroughness to indicate the existence of the new idea which was gaining strength, as well as the old idea which was dying so painfully and so hard.

**THE VEILED**  
**PROPHET'S INFLUENCE.** Again, as evidence of the fact that the grand awakening took place prior to the building of the first rapid transit road, the erection of the Exposition

Building and the inauguration of autumnal illuminations may be recorded. That the Old St. Louis idea is not interred, although it is long past medical aid, is proved by the fact that there are still people to be found who doubt the good influence of hospitality, and who cry *cui bono?* every time St. Louis lays itself out to attract and entertain. But these are in a hopeless minority, for on every hand the opinion prevails that if the Veiled Prophet is not the actual creator of New St. Louis, he was present at the birth and assisted materially in bringing it about. It was the Prophet who taught the people of St. Louis to appreciate the beauties and resources of their own city, and it was the Prophet and his followers who downed cry after cry of the Old St. Louis order.

And if it was not the Prophet who suggested the building of a home for a permanent exposition, who was it? In the years 1883 and 1884, the suggestions took material shape, and it is probable that this event, more than any other, marked the change from the old to the new. The raising of the necessary funds to construct the building, and the general rallying around the standard, roused St. Louisans out of themselves and had an educational influence, the value of which it would be difficult, if indeed it were possible, to overrate. The change was not by any means completed while the work was in progress, because the air was full of prophesies of failure. No city had ever succeeded in making an annual exposition self-sustaining, and was it likely "poor Old St. Louis could"? It was not at all likely; but it was possible for New St. Louis to do what has since been so forcibly demonstrated. The millions of people who have come from east, west, north and south to see the Exposition, the illuminations and the other fall attractions, have carried back to their homes enthusiastic statements as to the grandeur of the city, and have concluded description after description with the qualification that the half had not been told.

In a search for the causes which led to an ignoring of the past and a determination to plan and construct a new future, it would be mani-



festly unjust to overlook the influence of two of the great clubs of St. Louis—the Mercantile and the Commercial. The Mercantile Club was established three or four years before the Exposition, and it has been the birthplace of nearly every important project which has since seen the light. The meeting at which it was proposed to construct an exposition building was held in the old building on Locust street, and many other projects of untold value to the city were plotted and schemed in one or the other of the rooms of the same building. It was almost an act of vandalism to tear down a club house which had so many pleasing and profitable memories; but it was erected in the reign of Old St. Louis, and was not in keeping with New St. Louis, either in capacity or elegance.

#### **THE COMMERCIAL CLUB AND GRANITE STREETS.**

The Commercial Club differs from the Mercantile in one essential point. It is a debating society rather than a social club, and it also performs many of the duties which fall to the lot of boards of trade in smaller cities. Since the formation of the Autumnal Festivities Association, with its numerous committees, the Commercial Club has been less heard of than formerly. But in its earlier days it was an immense power for good, and its influence on improvements of the better kind has always been marked. Indeed, it competes with the rapid transit movement and the Veiled Prophet for the right to claim New St. Louis as its own particular offspring. The club was established in the year 1881, and its formation proved to no inconsiderable extent the existence of a spirit of dissatisfaction with the existing condition of affairs and a determination to strike out in fresh lines and pastures new. In March, 1882, Mr. George E. Leighton read a paper before the club in which he spoke strongly on the importance of an improvement in the streets and of better paving. The arguments were heartily appreciated, and if the paper did not result in the immediate repaving of the business streets, it at least opened the eyes of the public to the paramount importance of the work, which was commenced soon after its reading.

Again, the Old St. Louis ultra-conservatism was manifested; and the reform was fought bitterly. At that time, and, indeed, up to the year 1893, the cost of street reconstruction was charged against the property fronting on it, with a limit of charge fixed at one-fourth the assessed valuation, any excess being paid out of the municipal revenues. There is no limit now,\* but even with the advantage given property owners under the old law, they protested bitterly, and the board room of the Board of Public Improvements, as well as the committee rooms of the two branches of the Municipal Assembly, and even the mayor's office itself, heard arguments which echoed in sentiment and purpose the still prevailing conservatism.

But the pavements which were good enough for Old St. Louis were not suitable in any respect for New St. Louis, and common sense won again. As the business streets were paved with granite, so did the standing of the city improve. History shows that, almost invariably, good roads and civilization have gone hand in hand; and the moral and commercial influence of good streets in St. Louis has been astounding. Whether the new era was the result of their being constructed, or whether their construction was an incident to the new era, this deponent sayeth not.

In the same line of thought it is difficult to distinguish cause and effect in regard to the phenomenal increase in the extent and importance of the city's manufactures. Certain it is that coincident with the commencement of work on the granite streets and with the building of Exposition Hall, the manufacturing interest had an awakening far too solid and lasting to be looked upon or spoken of as a "boom." New factories and office-buildings began to be erected, old ones were remodeled and enlarged, and "angels of commerce" were sent out to do missionary work in fields never before invaded by St. Louis houses. As rapid transit opened up new territory for homes, this good work con-

\*The validity of the Stone Law, abolishing the 25 per cent limit, was being tried in the courts when this work went to press.



tinued, and New St. Louis is to-day one of the most important manufacturing and distributing points in the world, leading in many lines and a good second in many more.

So it will be seen that four distinct influences combined to bring New St. Louis into existence about ten years ago. Fortunately, there was an abundance of youthful talent and energy to pilot the old into the new and to take advantage of opportunities as they arose; and, hence, we have to-day a city old only in its history, its solidity and integrity, and new in every other feature—in its buildings, its streets, its manufactures, its commerce and its people.

**TWO OUTSIDE OPINIONS  
ON THE  
CITY'S NEW GROWTH.**

Julian Ralph, who is perhaps the best authority of the decade on American

cities, owing to the nature and extent of the special correspondence tours he has undertaken, has this to say of the transition or "new growth" of St. Louis:

"St. Louis is the one large western city in which a man from our eastern cities would feel at once at home. It seems to require no more explanation than Boston would to a New Yorker or Baltimore to a Bostonian. It speaks for itself in a familiar language of street scenes, architecture, and the faces and manners of the people. In saying this I make no comparison that is unfavorable to the other western cities, for it is not unfriendly to say that their most striking characteristic is their newness, or that this is lacking in St. Louis. And yet to-day St. Louis is new-born, and her appearance of age and of similarity to the eastern cities belies her. She is not in the least what she looks. Ten or a dozen years ago there began the operation of influences which were to rejuvenate her, to fill her old veins with new blood, to give her the momentum of the most vigorous western enterprise. Six or seven years ago these began to bear fruit, and the new metropolitan spirit commenced to throb in the veins of the old city. The change is not like the awakening of Rip Van Winkle, for the city never slept; it is rather the repetition of the case of that boy-god of

mythology, whose slender form grew sturdy when his brother was born. It was the new life around the old that spurred it to sudden growth." (*Harper's New Monthly*, November, 1892.)

A year later the *Springfield Democrat*, commenting editorially on a large real estate transaction, said: "St. Louis has never in any sense been a 'boom' town, but there is not to-day a city in the country in better repute as a solid, progressive, financial, commercial and manufacturing center, nor one which is making as rapid progress in expansion of trade, in architectural supremacy, or in increase of population. To within fifteen years ago it was regarded as an ultra-conservative town that compromised its future by the rejection of adventitious aids that were seized upon by its windy competitor by the lakes, and was the target of jibes and standing comparisons that were a dead-weight when the present generation took the helm and overthrew tradition by the utilization of every legitimate opportunity that gave the promise of a betterment.

"The New St. Louis is an object lesson for the careful, and, possibly, profitable, consideration of other communities with greater or less aspirations. It has demonstrated that while conservatism is advantageous as breakwater, it is a positive injury as dam to enterprise, and that the maxim, 'nothing venture, nothing gain,' has its application in the building of cities as in the determination of the fortunes of individuals."

**FOREIGN CAPITAL  
AND  
ITS INFLUENCE.**

It was a favorite boast of the old regime that "St. Louis owns herself." In other words, the people gloried in the fact that local enterprises were supported exclusively by local capital. This fallacy has long since been exploded, and there is a realization of the fact that the more outside capital that is attracted to the city, the greater the advantage to its mercantile and manufacturing interests. Since the civilized world has begun to appreciate the fact that New St. Louis is one of its most progressive and prosperous cities,

millions of outside capital have been attracted to it, and many of the most magnificent of the new buildings have been erected largely or in great part by eastern and even English money. The days of Chinese walls are over, and the city which earns for itself the confidence of the international financial world is the one that makes the most pronounced and prolonged improvement. Charity may begin at home, but it does not end there; and while the investment of local capital and accumulation is the first stepping-stone to municipal growth, the attraction of foreign capital for investment is indispensable in these days of competition and encroachment. Hence, while Old St. Louis was hampered by an excess of exclusiveness and an undue tendency to look with suspicion upon new enterprises from the outside, New St. Louis has sprung to the front and kept there, largely because it has attracted the attention, if not the envy, of the financial and mercantile world of two continents, and because of the impetus investment from the outside has given to almost every one of its industries.

When English gold was paid for a number of the breweries of which St. Louis had long been proud, there was considerable heartache in consequence. But the breweries remain where they were. They pay as large if not larger sums every week to St. Louis men to be spent at St. Louis stores, and for all practical purposes the city derives as much benefit from the industry as ever. True, the idea of the profits crossing the ocean in the shape of dividend warrants is the reverse of pleasant, but the local investment of the foreign purchase-money proved so advantageous in every way, and gave such an impetus to local building, that a great many dividends will have to be paid before St. Louis will lose one tithe of what it gained. And although there are not wanting those who regret the placing of municipal bonds in London during the current year, there are hundreds more who rejoice in the evidence furnished of the city's excellent credit abroad, and who also recognize the fact that had the bonds been subscribed for locally, just so much money must have been

withdrawn from the home loaning capital, to the probable curtailment of local enterprise and business. In short, it is not an unmixed blessing for a city to own itself, and the recognition of this fact has proved of incalculable benefit to New St. Louis in its fight for commercial supremacy—a fight which has been so overwhelmingly successful, and which is still being waged so gloriously and so well.

The preceding chapter closed with a brief chronological summary of events in Old St. Louis. This chapter cannot close more appropriately than with the record of some of the "footprints in the sands of time" made by New St. Louis. Each footprint marks a stride towards improvement and perfection; a casting aside of things that were, and a pressing forward to things that are to be. Reference is only made to distinct and absolute reforms, or movements in the direction of reform.

1881.

Commercial and Mercantile clubs established.

1882.

Agitation for granite streets commenced.

First extensive street illumination.

1883.

Exposition and Music Hall Association incorporated.

Active work commenced on repaving downtown streets with granite.

1884.

First franchise granted for rapid transit (Cable and Western).

Opening of Exposition Building, and first annual Exposition.

1885.

Ground broken for first lofty fire-proof office building.

1886.

First cable road operated.

Union Depot Company formed.

General activity commenced in building associations.

1887.

Streets first sprinkled by municipal contracts.

Charter obtained for second bridge across the Mississippi at St. Louis.

St. Louis made a central reserve city for national banks of other cities.

1888.

Work commenced on new Water-works, capacity 100,000,000 gallons daily.

General movement inaugurated to build freight depots on this side of river for eastern roads.

1889.

Merchants' Bridge constructed.

First electric cars successfully operated.

Largest electric arc light works in the world constructed.

1890.

Merchants' Bridge opened for traffic.

Foundation-stone of new City Hall laid.

Streets and alleys lighted by electricity.

1891.

First county electric road constructed.

New Mercantile Club Building commenced.

St. Louis Traffic Commission organized.

Work commenced on new Union Station.

Autumnal Festivities Association formed, and more than \$500,000 subscribed.

1892.

Work commenced on New Planters' House, \$2,000,000 hotel.

Sixteen million dollars appropriated by Congress for improvement of Mississippi river.

First postal street railroad car run in the United States on a St. Louis electric railroad.

New buildings erected with a total frontage of thirty-nine miles.

Grand Columbian street illumination.

Smoke Abatement Association formed.

1893.

Electric street car system completed, and last horse car run down-town.

Legislation against black and gray smoke, and first prosecutions under the ordinance.

National financial uneasiness. No bank or other failures in St. Louis.

City four per cent renewal bonds placed in London at par.

Largest Union Railroad Station in the world practically completed.

## CHAPTER III.

### MANUFACTURES.

#### A BRIEF SUMMARY OF THE IMMENSE IMPORTANCE OF THE MANUFACTURING INTERESTS OF NEW ST. LOUIS.

IT HAS BEEN asserted by political economists of every school, that production is the only actual and reliable source of wealth. Every nation that has attained eminence of a permanent character has done so by and with the aid of its manufactures; and every country which has gained temporary precedence by any other means has found its glories transitory and its supremacy short-lived. Statesmen and philosophers have differed as to the best means of encouraging

home industries, but while the word "protection" has acquired a political meaning, and has become a party watch-word, every party in every country claims that its policy is designed to foster manufacturing in its own territory, and to encourage the production of commodities of every description at home. Especially is this the case in a comparatively new country like the United States. In the early struggles of colonists and exiles, every luxury—including in the term many articles which habit has made nec-



essaries of every-day life—had to be imported from older countries, and the rise of the nation in wealth and influence has been the immediate and direct result of the increase in its manufactures which, although slow at times, has always been continuous. Adam Smith and Stuart Mill, and indeed all authorities on political economy, have proved that manufacturing and greatness go hand in hand, and although the majority of our statesmen during the last quarter of a century, have favored measures at variance in detail with the theories of these authorities, the policy has invariably been to expedite manufacturing supremacy.

And as it is with nations, so is it with cities. The "boom" towns of the West, which built up in a day, fell by the wayside almost as rapidly, because the growth was not the result of legitimate demand, and because the local manufacturing industry was not extensive enough to warrant or maintain the growth. The solid substantial cities of the East have, on the other hand, held their own because of the practical monopoly they have enjoyed in the production of commodities called for by the entire country. St. Louis owes its unique prosperity to the same cause—to the immensity of its manufactures and the rapid increase in the amount of capital invested, wages paid, and goods produced. The influences alluded to in the preceding chapter made the manufacturing greatness of the city possible, and the greatness in turn has guaranteed the city a glorious future.

Up to the time when New St. Louis reared its head and asserted itself over Old St. Louis, very little encouragement was offered to outside capital or capitalists; and in a number of instances enterprises of great value were in consequence lost to the city. But as the manufacturing public found that a new order of things prevailed, immigration of the most advantageous character set in. Firms and corporations came from other cities and infused new life and energy into our institutions, encouraging a spirit of friendly rivalry and adding immensely to the capacity and output. St. Louis is pre-eminently the best adapted city on the continent for manufacturing. Situated a short distance west and

south of the center of population, it offers advantages in the way of distribution second to no other city, and its magnificent railroad and river connections enable these advantages to be made the most of. Raw material of every description is close at hand, and coal, the great source of mechanical power, is abundant and cheap. The southern Illinois coal fields yield an unlimited supply of excellent coal, which is delivered to factories at prices which excite the envy of manufacturers located elsewhere. The price varies according to the side-track facilities and the length of the haul, but contracts are now being executed at prices as low as \$1.20, and even less, per ton. No other large manufacturing city can offer such inducements as this, and in most of them the cost of coal is at least twice as great. Only the manufacturer realizes what an important factor is the price of coal in his calculations, and the advantage which the cheap and good coal of St. Louis gives to the St. Louis producer over his competitors elsewhere.

The output of the coal fields, which are so close to St. Louis that they are part and parcel of its manufacturing greatness, is enormous, amounting to thirty million tons annually. The receipts of coal at St. Louis for the last ten years, or since the city's awakening to the New St. Louis idea, are worth placing on record, because they show what immense increase has been made in the consumption of the great power creating article without which manufacturing cannot successfully be carried on.

	Bituminous Coal	Anthracite Coal,	Coke.
	Bushels.	Tons.	Bushels.
1883 .....	50,687,225	52,000	6,956,500
1884 .....	52,349,600	62,000	3,190,150
1885 .....	53,387,064	80,000	3,500,000
1886 .....	61,258,525	70,000	5,463,950
1887 .....	66,524,925	131,600	9,584,350
1888 .....	67,676,875	136,600	6,757,550
1889 .....	65,403,025	121,500	8,646,200
1890 .....	69,477,225	124,335	9,919,850
1891 .....	72,078,225	139,050	6,924,250
1892 .....	82,302,228	187,327	8,914,400

There are many other influences which have combined to force New St. Louis to the front in this all-important feature. These will be found

enlarged upon in other portions of this work. It will suffice here to show briefly to what eminence St. Louis has already attained as a manufacturing city.

St. Louis has 6,000 factories.

It has the largest shot tower in America.

It has the largest iron jail factory in the world.

It has the largest stamping plant in the country.

It manufactures more tobacco than any other city.

It manufactures more chairs than any other city.

Its sugar refineries include the largest in the world.

It has the largest cracker factory in the world.

It is first in the production of stoves and ranges.

It has the largest woodenware factory in America.

It produces more boots and shoes than any other city.

It has the largest and best equipped brewery in America.

It easily leads in the manufacture of saddlery and harness.

The value of the product of 1890 was double that of 1880.

It is the fifth largest manufacturing city in the United States.

It has the largest terra cotta factory in the United States.

Its factory employes earn an average of about \$200,000 a day.

It leads in the manufacture of street cars of every description.

It has the largest boot and shoe factory under one roof in the Union.

It is the only western city manufacturing silverware to any extent.

Its reclining chairs are in use in railroad cars in ten different countries.

It is the third largest furniture manufacturing city in the United States.

Its factories find employment for one-sixth of the city's total population.

It manufactures more coffins and caskets than any other city in the world.

It has recently executed the largest order for steam railroad cars ever placed.

It has the largest jeans factory in the United States, and probably in the world.

It manufactures one-fourth of the entire tobacco product of the United States.

It manufactured street cars which are in daily use in England, Australia and Japan.

Its monthly manufactured product is sold for sufficient to pay off the entire city debt.

It is the fourth largest producer of men's clothing, and leads in the higher grades.

It has the largest press brick, fire brick and sewer pipe factories in the United States.

It is first in the manufacture of white lead, with the largest white lead factory in the world.

It has a tobacco factory which has paid more government tax than any other factory in the Union.

It is the home of the largest electric arc light plant and the largest incandescent station in America.

Its millers manufacture more flour than those of any other city in the world, with but one exception.

It manufactured more of the glass used in the World's Fair buildings than any other three cities combined.

Its manufactures are more extensive than those of Kansas City, Omaha, Denver and San Francisco combined.

Its annual manufactured product, on a cash valuation, is twelve times as great as the city's bonded indebtedness.

Its manufactured product is equal in value to over \$400 per annum per inhabitant, including men, women and children.

It is the greatest distributing point for agricultural machinery, and ranks among the largest manufacturing cities in this specialty.

Its factory employes are 25 per cent more numerous than when the census was taken in 1890, as proved by the State Labor Commissioner's report, published early in the winter of 1893.

**THE GAIN IN  
EASTERN CITIES DURING  
THE EIGHTIES.**

It is rather typical than complete, and is given for the purpose of showing that when the statement is made that St. Louis is a manufacturing monarch, there is not even a suspicion of exaggeration. No other city in the world can claim such cosmopolitanism in its manufactures, and no other city can produce such a showing of excellence in such a vast number of varying lines and branches. Nor are the claims a mere matter of surmise. They are based upon actual facts and figures recorded in the census of 1890 (Bulletin 170), and have hence the stamp of official confirmation. The progress made since the war has been both rapid and continuous. In 1860, St. Louis ranked ninth in the list of manufacturing cities. The returns for 1870 were so notoriously inaccurate that they are worthless for purposes of comparison; but the year 1880 found St. Louis in the sixth place, with an annual product of \$104,000,000. It was still led by New York, Philadelphia, Brooklyn and Boston, in addition to which Chicago had risen to third place. Pittsburgh was entirely distanced and Providence, Newark, Cincinnati and Baltimore were left far in the rear, St. Louis having made a growth of about 400 per cent for the twenty years as against their comparatively small increases.

During the eighties the influence of New St. Louis made itself felt in a most decisive manner in its manufactures, and during the decade it made a greater increase than any of the great Eastern centers of manufacture. Thus the manufactured product doubled itself during the ten years, while the increase in New York was but fifty-six per cent, in Philadelphia seventy-two per cent, in Cincinnati sixty-seven per cent, and in Baltimore sixty-nine per cent. In the amount of capital invested a comparison is still more favorable to St. Louis, which made a gain of 180 per cent during the decade while the increase in New York, Philadelphia and Baltimore averaged 100 per cent, and the gain

This list does not include every industry or factory which is a record-breaker.

in Cincinnati was about seventy-seven per cent. These phenomenal gains easily placed St. Louis in the fifth place, Boston being overtaken in the race and only New York, Chicago, Philadelphia and Brooklyn left in front of New St. Louis in the race for manufacturing supremacy.

Chicago still leads St. Louis in manufactures. It is not proposed in this work to go into details over the battle royal between the metropolis of the Northwest and the metropolis of the West and Southwest. The contest has been of so long duration and its discussion has become so tiresome in consequence of the almost innumerable charges and counter-charges made, that the subject can profitably be ignored. The territory of each city is so different that there is ample room for both and while Chicago has derived immense advantage from the enormous growth of the new States in the Northwest, St. Louis has the benefit of the almost exclusive trade of the equally important and even more promising States of the West, Southwest and South. Omitting Chicago from the calculation, we find St. Louis by all odds the great manufacturing head of the West. The value of its product is almost twice as great as that of San Francisco, three times as large as that of Minneapolis, six times as large as that of Omaha, seven times as great as either St. Paul or Kansas City, eight times as large as Denver, twenty times as great as St. Joseph, and so much larger than that of any other Western manufacturing point as to make calculations and comparisons impossible and percentage tedious. The value of the manufactured product of St. Louis is equal to the combined output of San Francisco, Denver, Omaha, Kansas City, St. Joseph and all other strictly Western cities.

**THE RECORD  
OF THE  
ELEVENTH CENSUS.**

It is not desired to occupy space with a multiplicity of tables or comparisons, but the census of 1890 being necessarily the basis upon which a treatise on the city's manufactures has to be based it is necessary to give a table showing the totals in the most important lines of industry. This is given on the following page:



MANUFACTURING INDUSTRIES IN ST. LOUIS,  
CENSUS OF 1890.

INDUSTRIES.	No. of Establishments.	Capital Employed.	Value of Product.
Agricultural Impl'mts	4	\$ 686,484	\$ 1,107,454
Bags, Paper	3	174,425	431,228
Bak'g and Yeast Powdr	14	373,181	403,772
Blacksmithing and Wheelwrighting	219	406,121	898,177
Bookbinding and Bl'nk Book Making	14	196,618	336,227
Boots and Shoes	24	4,170,027	4,250,961
Bread and other Bakery Products	291	1,244,167	3,597,392
Brick and Tile	38	2,531,128	1,691,692
Carpentering	407	4,364,659	10,364,922
Carriages and Wagons	114	2,523,448	3,603,735
Cars (Railroad, Street and Repairs)	24	2,453,443	5,641,252
Chemicals	16	1,500,068	2,672,749
Clay and Pottery Products	13	939,996	899,855
Clothing, Men's	348	5,765,150	9,630,688
Coffee and Spices, Roast'g and Grind'g	9	816,588	2,466,392
Confectionery	48	1,078,426	2,462,037
Cooperage	71	1,042,643	1,912,779
Flouring and Grist Mill Products	21	4,320,955	12,641,000
Foundry and Machine Shop Products	103	10,184,926	11,945,493
Furniture, Upholstering and Chairs	121	3,108,211	4,658,546
Glass	5	842,354	838,930
Iron and Steel	6	2,655,199	2,513,761
Iron Works, Architectural and Ornamental	23	1,732,748	2,023,526
Leather, Tanned and Curried	15	682,753	1,502,680
Liquors, Malt	8	15,910,417	16,185,560
Lumber and other Mill Products and Logs	7	2,766,012	1,689,832
Lumber, Planing Mill Products	23	1,860,036	3,061,178
Masonry, Brick and Stone	160	4,436,578	9,122,952
Oil, Linseed	3	1,018,562	1,438,201
Painting and Paper Hanging	331	867,194	2,841,041
Paints	14	3,498,107	3,163,818
Patent Medicines and Compounds	58	1,601,999	2,196,416
Plumbers' Materials	4	1,280,486	1,465,371
Plumb'g and Gasfit'g	124	581,067	1,651,169
Print'g and Publish'g	213	5,192,065	8,551,349
Saddlery and Harness	110	2,160,963	2,803,961
Slaughtering and Meat Packing	60	3,274,671	12,047,316
Soap and Candles	10	806,301	1,203,406
Tin smithing, Copper smithing and Sheet Iron Working	132	1,132,588	2,369,540
Tobacco, Chew'ng, Smok'ng and Snuff	12	3,894,320	14,354,165
Tobacco, Cigars and Cigarettes	296	787,520	1,558,401
All other Industries	2,632	35,915,588	54,515,383
Total, 1890	6,148	\$140,775,392	\$228,714,317
Total, 1880	2,924	\$ 50,832,885	\$114,333,375

The exact percentage of increase in the various features is best ascertained by deducting several minor industries not included in the returns for 1880, which leaves the figures as follows:

	1890.	1880.	Per cent of Increase
Number of establishments reported	5,453	2,924	86.49
Number of hands employed	90,966	41,825	117.49
Capital invested	\$133,292,699	\$50,832,885	162.22
Miscellaneous expenses	17,381,274		
Wages paid	52,170,536	17,743,532	194.03
Cost of materials used	120,887,355	75,379,867	60.37
Value at factory of goods manufactured	225,500,657	114,333,375	97.23

The great reduction of prices in almost every line accounts for the fact that although capital and wages show an increase of 162 and 194 per cent, the value of the product only increased 97 per cent. In actual weight and bulk the increase was far greater.

The way in which St. Louis has gained on the largest eastern manufacturing cities during the last thirty years, is shown by the following comparisons of the value of annual product:

New York	{ 1860 \$160,000,000 1890 770,000,000
Philadelphia	{ 1860 135,000,000 1890 577,000,000
Cincinnati	{ 1860 47,000,000 1890 196,000,000
Boston	{ 1860 37,000,000 1890 210,000,000
Brooklyn	{ 1860 34,000,000 1890 269,000,000
Baltimore	{ 1860 29,000,000 1890 141,000,000
Pittsburgh	{ 1860 26,000,000 1890 126,000,000
St. Louis	{ 1860 27,000,000 1890 228,000,000

In 1860 the seven large eastern cities manufactured seventeen times as much as St. Louis; in 1890 St. Louis products equaled one-tenth the total for the seven cities combined.

Since 1860 the manufacturing output of the

seven eastern cities has increased less than 500 per cent; during the same period the increase in St. Louis *has been nearly one thousand per cent.*

A glance at these figures shows how impossible it is to exaggerate the greatness of the city in the important detail of manufactures. It will be observed that the percentage of increase in the number of establishments reported, the number of hands employed, the capital invested, the wages paid, the cost of material used, and the value of the product varied from sixty to nearly two hundred per cent, with an average of over 150 per cent. It will also be noted that the greatest increase was in wages paid, a fact which has a great deal to do with the popularity of St. Louis manufactures. St. Louis has always been noted for the high grade of workmanship its products display, and this is the result in large measure of the care exercised in its selection of mechanics, and the inducements offered them over and above those held forth in other cities. The sweating system is practically unknown in St. Louis, which is also noted throughout the entire country for the excellence of its manufacturing plants and the modernness of its machinery.

It would be interesting, if space permitted, to trace in detail the causes which have led to the center of American manufacturing leaving the Atlantic States, but this would hardly come within the province of an article of this character. One great reason for the growth of manufactures of every kind is the marvelous increase in population and wealth of the district of which St. Louis is the commercial and financial metropolis. This will be found more fully enlarged upon in the chapter relating to St. Louis as a commercial metropolis and distributing point, and it need only be said here that rapid as has been the increase of the city's manufactures, it has continued to act as a distributing point for other manufacturing centers, and that in many lines its jobbers actually import more goods from other centers than in the days when our manufacturing output was comparatively insignificant.

#### **TWO WAYS OF LOOKING AT PLAIN FIGURES.**

A writer in the *New England Magazine* in January, 1892, speaking of the marvelous showing made by St. Louis in the census returns which had just been made public, says, with a lingering remembrance of the Old St. Louis idea, and with evident danger of being classed as a town boomer or an extravagant writer:

"I now come to speak of the great activity which absorbed the working strength and energies of our people. The situation of St. Louis, at the junction of two great rivers and at the head of deep-water navigation, naturally suggests trade rather than manufacture, yet, even now, it is pre-eminently a manufacturing city. The reports of the tenth and eleventh censuses furnish figures which indicate in a most emphatic manner the growth and tendency of the city in the direction of manufacture during the past ten years. I dare not quote those figures here—they make a showing so extravagantly favorable as to suggest criticism. It is probable that the business statistics for 1880 and those for 1890 were compiled in very different ways, and that comparison should be made with caution."

This rather reminds one of the story of the boy, who, coming home from school with a very favorable report of his year's work, handed it to his father with an apology for being at the head of his class, explaining that the remainder of the boys were inclined to be indifferent, and that it was doubtful whether the system of marking and awarding prizes was good enough to be accepted as final proof of the superiority of those at the top of the class, or the intellectual inferiority or indifference of those at the bottom. In striking contrast to this self-abnegation and pessimism is the explanation which Mr. Robert P. Porter, Superintendent of the Eleventh Census, thought proper to add to the first information ever given out concerning the results of the industrial census of 1890. In an address before the Commercial Club, on November 21st, 1891, Mr. Porter went very fully into the returns, a synopsis of which he had brought with him

from Washington, and concluded a thoroughly conservative and logical argument with this peroration:

"Have we not here in the tables which indicate the story of ten years of municipal industrial and commercial progress of a great center of population many things which an organization such as the Commercial Club of St. Louis can rejoice and feel proud over? In ten years you have added over a hundred thousand to your city population, an increase of nearly thirty per cent! The mileage of railroads tributary to your city has gone from 35,000 to 57,000 miles, an increase of sixty-one per cent, while the mileage centering in the city has increased over 10,000 miles, and is now more than 25,000 miles. You received in 1890 15,000,000 tons of freight, an increase of 6,400,000 tons over 1880. In spite of the change from water to rail, your waterways are still a source of profit and can be made still more so. Over \$70,000,000 has sought investment in new industry since 1880. Over 44,000 additional artisans have been given employment, making a total of about 86,000 engaged in manufacturing occupations. You are distributing annually nearly \$50,000,000 in wages, and have increased your pay-rolls \$30,000,000 since 1880. The value of the manufactured product has grown from about \$114,000,000 to nearly \$214,000,000, a gain of a cool hundred million dollars. And in the fact that the number of children employed in your industry has decreased can be discerned humane sentiment with this increased prosperity. Your municipal finance is sound; your debt is decreasing, and your wealth is \$141,000,000 greater than when the last national inventory was taken.

"These are the simple official facts. They are not presented with local coloring, but the data had been collected by government agents under the strict rules which apply to all other communities, and for comparison with all other cities under a system, the tendency of which must necessarily be to understatement rather than overstatement. Within a few days you, as citizens of this fair and progressive city and

of the United States, will be called upon to give thanks for the numerous blessings which Almighty God has bestowed upon the people of this country. Is it presuming too much to venture the suggestion that the continued prosperity of your own city, as shown by the eleventh census, should come in for at least a share of your gratitude, and that you may view with a spirit of fairness a census that has announced to the world such gratifying facts about the great Southwestern river city of the American Continent?" \*

This quotation, from what may be described as an official speech by a thoroughly impartial government official, should surely be accepted as proof positive that the figures relating to the manufactures of St. Louis, as published in the eleventh census, may be relied upon. If anything, they understate rather than overstate the increase in the manufacturing importance of St. Louis, because it is a notorious fact that a higher standard was adopted in deciding what was and was not a manufacturing establishment. Thus while many small workshops and factories were omitted from the calculations of 1890, in 1880 very little discrimination was used, and the 2,924 establishments then reported included some far below the standard adopted ten years later. But the census returns for 1890 show how marvelously the New St. Louis idea had taken hold of the city, and how success already achieved was acting as an inducement for further effort. The *St. Louis Globe-Democrat*, commenting editorially on Mr. Porter's speech, said:

"The truth is, St. Louis has only just begun to improve her opportunities and to realize upon the profits that logically belong to her. She possesses certain advantages that cannot be taken away from her by any act of hostility, and she is learning how to make the best practical use of them. There are no lurking dan-

\* Mr. Porter spoke from the draft returns, several weeks before their final revision and publication. Hence his figures differ slightly from those in the official bulletin, the latter being more favorable to St. Louis than those quoted by the Superintendent and upon which he relied for his percentages.



gers in her financial and commercial system. It is entirely sound and equal to all emergencies. There will be a continuance of past success, with new triumphs of skill and energy. The progress of St. Louis, in short, is one of the fixed facts of American civilization, and her citizens have every reason to be satisfied and grateful."

**ST. LOUIS BOOT  
AND  
SHOE FACTORIES.**

Passing from St. Louis manufactures generally to the various lines in which the most remarkable progress has been made, and in which St. Louis most particularly excels, it is natural to deal first with shoes, because in this line the gain has been phenomenal. Old St. Louis made very few shoes, and during the seventies little advance was made in this industry. At that time New England had a practical monopoly in shoe manufacturing, and the idea of the west producing a rival to Boston and Lynn had never been thought of. Now, however, St. Louis has the largest shoe factory under one roof in the country, with others almost as large and as well equipped, and it manufactures more shoes than any other single city in the Union. The accuracy of this assertion has been challenged, and it is undoubtedly true that Boston is still the greatest distributing point for boots and shoes in America, and probably in the world. But Boston is situated in the midst of a shoe manufacturing district, and by actual count it does not produce within its city limits as many shoes as its once despised but now powerful western rival.

In 1880 there were 184 establishments in St. Louis devoted to the manufacture of boots and shoes. The capital invested was less than \$700,000, and the number of men employed was only 658, with 217 girls and 197 children. The aggregate product was about \$1,600,000. It will thus be seen that the average number of men per factory was less than four, and that the annual value of the product was less than \$10,000 per establishment. It is evident from these figures that the bulk of the establishments reported were practically retail stores with a custom-

made connection, and, indeed, there were not in St. Louis at that time any large factories in the 1893 sense of the term. To-day we have one factory selling three times as many shoes as the total product for the year 1880, and at least ten which will each exceed that total within a very short period. In 1882 St. Louis manufactured less than half a million pair of shoes, but about this period there was a distinct awakening, and in 1886 about a million and a quarter pairs were made, valued at about \$2,000,000. For the next four years the increase was rapid, and when the census was taken again in 1890 the value of the product was found to have increased to \$4,250,961, an increase over the figures of 1880 so enormous as to make the most indifferent wonder.

We have seen that 1880 the average number of men per factory was less than four, and that the annual value of the product averaged less than ten thousand dollars to each establishment. In 1890 the average number of hands per factory was one hundred, and the average product of each factory was nearly \$140,000. The custom work and repairing shops, which were classed as factories in 1880, were returned separately in 1890 and numbered 477. It will be seen from these figures that the census enumerators in 1880 were much more lenient and less exacting than those of 1890, and that during the ten years St. Louis practically established what may be termed a wholesale shoe manufacturing industry, and brought it into the first rank. Since the census was taken in 1890 the output has more than doubled. New factories, magnificent in elevation and marvelous in internal arrangement and equipment, have been erected every year, and these have enabled the city to outstrip more competitors. To-day the monthly output is larger than the annual output twelve, if not ten, years ago. In other words St. Louis is manufacturing boots and shoes worth a million dollars every month in the year, and is adding to its capacity with a regularity and persistency which indicates that before the end of the present century it will have attained an eminence in this line which will

make it the great manufacturing and distributing point of the bulk of the American continent. Its factories are a subject of general admiration, and are to be classed among the attractions which excite the admiration and surprise of visitors from every section of the Union.

St. Louis-made boots and shoes are in demand all over the western and southwestern territory, and they are shipped in very large numbers to all points, quite a large number of cases going east and north every month. The shoes have a reputation for durability and style. Competing cities have sometimes stated that St. Louis shoes are of a heavy type, and that only the agricultural and laboring demand is catered for. This is entirely erroneous. Boots and shoes suitable for out-of-door work are made in St. Louis and are of the highest grade, but lighter and more elegant kinds are also produced in immense quantities. St. Louis-made shoes obtained the highest awards at the World's Fair, and orders are received from connoisseurs as far away as San Francisco and Montreal. Strange to say a comparatively small percentage of the local retail trade is supplied from St. Louis factories. There are various trade reasons for this which time only can overcome. The president of one of the largest shoe manufacturing corporations in the city, on being asked why it is so difficult to obtain a single pair of the remarkably fine shoes his house was producing in such large quantities, said:

"This is a characteristic of the shoe trade all over the world. Shoe dealers carry more coals to Newcastle, to quote the favorite English expression, than any other trade. We ship immense quantities of shoes to cities which have large factories of their own, and while we are sending out cases by the thousand, we still handle large shipments from New England. We have never encouraged a local trade for our manufactured product, because we have found outside trade pays the best. If we were to supply the retail stores direct, we would have errand boys and clerks, at all hours of the day, asking for individual pairs of shoes of special size and grade. As it is, our orders are much

more wholesale in character and suit the exigencies of our trade much better."

#### MEN'S CLOTHING.

The men's clothing manufacture of St. Louis is, at least, ten times as extensive as is generally supposed. Centralization is the policy in the shoe trade and it is quite easy to appreciate the work that is done by the magnificent factories which greet the eye on every side; decentralization is the invariable policy of the clothing manufacturer, who, instead of having all his departments under one roof and close at hand, finds it more profitable to give out his work in sections to smaller factories or shops, which make specialties of various lines of work. This plan prevails in St. Louis, as elsewhere, and hence there is very little to indicate that the value of the product is already largely in excess of ten millions per annum and increasing rapidly. It is to the credit of the St. Louis clothing trade that little or no shoddy goods are made in the Southwestern metropolis. Woolen goods of varying grades are chiefly made, large quantities of cloth being imported from the European markets, mostly coming direct in bond to the port of St. Louis. Special attention is paid to cut and finish, and St. Louis clothes are shipped to those markets which appreciate a high grade of goods.

Mention has already been made of the fact that the sweating system is discountenanced in St. Louis. In no other line of industry is this fact so apparent as in men's clothing. From time to time exposures have been made of the disease-breeding hovels in which home work in the clothing trade is performed in the large cities of the East and of Europe. Careful investigations by labor commissioners, philanthropists and others have failed to reveal a single instance in St. Louis where this dangerous system prevails. The business is in the hands of men of exceptional intelligence and integrity, and it is their special care that every garment given out by them shall be made and completed in a properly constructed and ventilated room. The clothing trade generally appreciates this policy, which is in a large measure

responsible for the ever-increasing popularity of St. Louis-made clothes.

In further evidence of the high grade of the product in this line, it may be stated that shipments are made to States as far removed from St. Louis as Georgia, California and Washington. An interesting contest has been going on for years between New York and St. Louis for the trade of Texas. It is now practically over, St. Louis having well-nigh driven its eastern competitor from the field. The increase in the orders from this and other Southwestern States are causing phenomenal growth in the St. Louis clothing trade. Already the city has the largest jeans factory in America, and projects are in contemplation which will give it equal prominence in other branches of this industry.

#### **FURNITURE AND CHAIRS.**

Among the other industries which may be classed as domestic in character, the furniture manufacture of St. Louis must be specially mentioned as typifying the exceptional growth of the city's commercial interests. Its steady and continuous growth is due largely to the excellent work done by the St. Louis Furniture Board of Trade, one of the most useful trade organizations in the city. Mr. George T. Parker, Secretary of the Board, expresses the situation very accurately when he says: "Up to ten years ago St. Louis was not known as much of a furniture manufacturing city; now it is one of the foremost. Within ten years this industry has increased over a hundred per cent. The advance of the city in all lines during the last decade has been partly responsible for this; but to the aggressive and progressive nature of the men who managed this branch of industry is due the present business of fully twenty millions."

It is only necessary to glance at the census returns of 1880 to see how phenomenal has been the growth of this business. There were in that year but seventy-two establishments, employing about one thousand hands, to whom were paid about half a million dollars a year in wages. Now the number of establishments is at least one hundred and fifty, the number of men employed is considerably in excess of three thou-

sand, and the annual disbursement in wages is more than two millions. These figures include the chair factories, which are even more remarkable in their growth and individuality than the establishments devoted to the production of furniture of various kinds. Especially in reclining chairs for railroads has St. Louis made itself famous; and contracts involving thousands of dollars in this line alone are constantly being placed in the city, in which several valuable patents are owned.

The exceptional advantages of St. Louis as a lumber—especially hardwood—market, have helped to bring the city from obscurity to prominence in the matter of furniture manufacture, and its central location also helps it to gain on its competitors. It now occupies at least third rank in manufacturing cities, and if the present rate of progress is maintained it will soon lead the entire country. Car loads of furniture are shipped in every direction, and the high reputation which the product of the city has made for itself throughout the entire United States, and also in Mexico, makes it comparatively easy to obtain orders even in districts upon which other manufacturing cities claim an iron-clad mortgage.

The Furniture Board of Trade is entitled to more than a passing notice. Its work has been of a most valuable character, and one of its latest achievements was the securing of the National Furniture Convention for St. Louis in 1893. It maintains a credit department, which has proved of immense value, and it has made its influence felt in national legislation on more occasions than one. From reports issued by this body it is shown that more chairs are made by three St. Louis factories than by all the factories combined in any other city in the country. In kitchen safes it makes more than all the rest of the United States; and the spring bed industry is remarkably large. The railroad car chairs already referred to are being used in cars and "coaches" in India, Russia, England, Australia and South America, and the Board of Trade is now in negotiation with other countries not generally looked upon as accessible, but



which offer a magnificent market. Among the accessories to the furniture trade which are specially prominent, may be mentioned the manufacture of coffins and caskets, in which St. Louis easily leads the entire country.

#### **IRON AND KINDRED INDUSTRIES.**

It is difficult to estimate the actual extent of the iron and kindred industries of St. Louis, owing to the fact that the number of branches is so great that the figures are necessarily freely subdivided. Under the head of "Iron and Steel" the census returns six large establishments, with a total capital employed of a little over \$2,500,000, and with an output about as large. This, however, does not begin to cover the local trade, for under the head of "Architectural and Ornamental Iron Work," there is found the record for 1890 of twenty-three establishments, employing a capital of \$1,700,000, and with a total output of about \$2,000,000. Under "Foundry and Machine Shop Products," the record is still greater, the figures for 1890 showing that there were 103 establishments in operation, with a capital of upwards of \$10,000,000, and with a total product of about \$12,000,000. To produce this, over 6,000 men were employed, and their earnings for the one year approximated \$4,000,000.

Even under the head of "Bolts, Nuts, Washers and Rivets," four establishments are recorded, with a capital of more than a quarter of a million, and an output of similar value; and it would appear as though \$20,000,000 would be a small estimate of the total product in the iron and steel and kindred industries, which find employment for millions of dollars of capital and for an almost unlimited amount of labor. In 1880, Governor Johnson, in an address before the State Immigration Convention, spoke of St. Louis as the "Center of the World's trade, the future metropolis of the World's Empire, the favored child of the mighty Valley of the Mississippi, the City of the Iron Crown." Since that time great progress has been made in the iron and steel industry throughout the country, and although, perhaps, the gain has not been so phenomenal as the eloquent speaker desired

or anticipated, yet it has been great enough to more than justify his remarks. Certain it is, that within easy distance of St. Louis there is an abundance of iron ore sufficient to supply the requirements of the world for generations to come, with every indication of still greater undiscovered supplies. The unlimited supplies of coal, timber and water-power, and other similar aids to manufactures of this character, make it appear probable that St. Louis will eventually outpace all competitors in the race and become the leader in iron, as in other industries.

St. Louis commenced the manufacture of iron nearly eighty years ago, and although the production was on a very limited scale it had the effect of introducing other work of a similar character. Foundries came to be erected, and many thousands of wagon-boxes and tires were manufactured here during the first quarter of the present century. Foundries on a larger scale were established about the year 1830, and long before the middle of the century the city had assumed quite an activity in the iron trade. Agricultural implements, and everything in which iron was used to any large extent, began to be manufactured in large quantities, and about the year 1850 the magnificent resources of the Iron Mountain began to be appreciated. The splendid furnaces and rolling mills belonging to the Chouteau family began to exert an influence over the city's trade, and in 1856 a careful estimate showed the existence in the city of as many as thirty iron works, with a total output of about \$5,000,000. The amount of pig metal mined and produced at this early period exceeded 100,000 tons a year, and all through the sixties and seventies the business was pressed to full advantage.

In agricultural machinery St. Louis is well to the front, and many of its specialties are in demand in very remote centers. Some of the largest factories in this line to be found in the entire country are situated in St. Louis, and the high standard of work, in every detail, keeps up the demand. Travelers through Mexico have been struck with the very general use in that country of agricultural machinery made in

St. Louis; and in all parts of the rich agricultural country in St. Louis territory, the products of our local factories are appreciated at their full worth. As soon as more intimate trade relations with Mexico and the Spanish-American republics are encouraged by a mutual reduction of tariffs, a further immense impetus will be given to this business, and St. Louis will easily maintain its position as a manufacturing point for agricultural machinery of every kind. In carriages and wagons, which are in a measure connected with this industry, St. Louis has been prominent and famous for years, and the increase in its output since the census of 1880 has been a subject of general comment in trade circles everywhere.

**RAILROAD SUPPLIES  
AND  
STREET CARS.**

In cars of every description, the city is a producer on a thoroughly wholesale plan. Its railroad supply houses execute orders from railroads with headquarters in cities many miles distant, and the output of cars, both freight and passenger, is very large. It is an interesting fact to record that, within the last two years, one of the prominent factories has executed a larger order for cars than was ever given, at one time, to any other factory in America. The growth in this industry has been stupendous. It is estimated that the value of the output during the year 1892 exceeded \$8,000,000, and this is probably correct, although, if accessories were added, the total would be much larger. The census of 1880 only recorded the existence of seven establishments in this line, which were credited with employing a capital of some \$314,000, and with having 601 men on their pay-rolls. The value of the output was placed at a little over a million dollars. In 1890 twenty-four firms were returned in the government census, their combined capital was stated at \$2,500,000, and the number of men and boys on their pay-rolls approximated 3,000. They paid, in wages alone, nearly twice the sum total of the product of 1880, and the total result of the year's work was placed at a trifle less than \$6,000,000. These figures are very conserva-

tive, and the estimate for 1892 is much more nearly accurate than the official record for 1890.

In the manufacture of street cars St. Louis easily leads the world. Prior to the war the city turned out large numbers of passenger-carrying vehicles, and even during the war a very extensive stage-coach, omnibus and transfer business was done here. At the close of the war a fresh impetus was given to the business, and for the first time St. Louis vehicles began to acquire prominence in the country. Other large western cities commenced to manufacture omnibuses and similar vehicles, but they did not possess either equal advantages or similar enterprise, and St. Louis soon forged to the front and secured a foremost position, which it has held ever since. Mechanics of ability were attracted here, and, when late in the sixties an improved type of street cars was produced, attention was attracted from all parts, and the new type of vehicle came to be regarded as a standard one. During the fifteen or twenty years which followed, street cars of every description were manufactured here, and improvements of every character were introduced. The demand for bobtail cars was met by the manufacture of these somewhat unsatisfactory vehicles, and so many St. Louis improvements were introduced that they lost much of their original unpopularity.

The introduction into St. Louis of rapid transit, some six or eight years ago, led to another marked revival in this industry, and the resources of the establishments were soon taxed to their utmost to meet the demands of the energetic street railway presidents, who insisted on getting the best of everything, regardless of price. Some of the cars in use on local street railroads at the present time are unequaled, and, indeed, scarcely imitated in any other city, and so many patents have been produced here that the name of St. Louis is identified with nearly all of the best types of street railroad cars to be found in any city in the Union.

Very large shipments are made from time to time to Chicago, some of the roads in that city having been equipped exclusively by St. Louis

houses. The awakening in New York in favor of surface rapid transit has also been felt in an advantageous manner in St. Louis, orders of a very large character having been placed here during the last two or three years. Boston, Baltimore, Washington, Columbus, Cleveland, Kansas City, Denver, Salt Lake City, Milwaukee, Detroit, Minneapolis and St. Paul have all looked to this city for street railroad supplies, and extensive shipments have also been made frequently to extreme southern points, such as New Orleans and Galveston, to say nothing of such distant cities as Los Angeles, Portland and Tacoma.

Nor is the popularity of St. Louis street cars confined to the United States. A good lesson in geography can be learned by a glance over the shipping books of any one of the gigantic street car factories of this city. England buys from St. Louis freely, while there are now running on Australian streets, cars made in the northern portion of St. Louis. A year or two ago an order was received and executed whereby the subjects of the Mikado of Japan were given an insight into the progress made by the street car builders of America in general, and of St. Louis in particular.

#### **SADDLERY AND HARNESS.**

St. Louis is by far the best saddlery and harness center in the United States. When it was merely a frontier town it commenced the manufacture of saddles and harness for the use of immigrants and pioneers, and when the war broke out the number of people engaged in the business was considerable. During the war immense orders were placed in St. Louis for army saddles and harness, and this is one of the few industries which in consequence did not suffer materially from the national disaster. During the last quarter of a century the business has assumed immense proportions, and a careful review of the transactions of the twelve exceptionally large factories of St. Louis, and of the many smaller ones, indicates that the annual value of the output is now a little more than \$5,000,000. The trade is very varying in character. St. Louis has a practical monopoly of the business in the Western and Southwestern States, and to

these it ships saddles of the Texan or Mexican type of the most elaborate character, some of them heavy enough in themselves to provide what would appear to be quite a considerable load for the little animals on which they are usually fitted. But the trade is not by any means restricted to heavy saddles for cowboys and farmers. Some of the best retail establishments in New York obtain their supplies from St. Louis, which also ships to points as far distant as British Columbia and even Europe. Light racing saddles of great popularity are made in the city, and harness of every description is also produced. One of the largest whip factories is to be found here, and in every department activity prevails. During the last eight or ten years the practice of sending out of the city for supplies needed in these kindred trades has entirely died out, and now nearly everything required is made at home, and an additional impetus thus given to other branches of the leather industry.

#### **STOVES AND RANGES.**

For its stoves, ranges and furnaces St. Louis was famous long before it took first rank among manufacturing cities, and it has maintained its supremacy to this day. The history of the industry is the history of the lives of some of its best-known citizens, and it is full of facts which are far stranger than fiction. The value of its output in these lines is considerably in excess of two millions per annum, and is increasing, not every year, but every month. The largest factory in the world devoted to this class of manufacture is situated in St. Louis, and the name of the city is a by-word with all who handle stoves or ranges of any description. There are no geographical limits to this trade. St. Louis ships to every State in the Union, and to all parts of the American continent. Europe has been slow in appreciating the value and convenience of American stoves and ranges, but of late years St. Louis has shipped many of its best products in this line to London and other trans-Atlantic markets. St. Louis ranges swept everything before them at the World's Fair, and came back loaded down with blue ribbons.



**THE LEAD INDUSTRY  
IN  
DIFFERENT BRANCHES.**

St. Louis is the largest white lead manufacturing city in the world, and it continues to increase its output every year. The annual yield now exceeds 30,000 tons in weight and \$4,000,000 in value. The three largest factories in the country are in the city, and their capacity appears to be unlimited. The figures would be even more astounding but for trade combinations which have had an effect on prices and restricted the output throughout the entire country. Pig lead had been held for too great an advance, and this had the effect of putting up the price of white lead too high, giving the dealers in mixed paints an opportunity to compete more bitterly than ever. The heavy floods in the Mississippi Valley of two or three years ago also had a depressing effect on this industry, which however has nearly regained lost ground and is now in a very flourishing condition, with annual shipments of white lead amounting to something like forty million pounds, as compared with fourteen millions in 1880 and twenty-one millions in 1886. The trade is one in which great variation in the annual output is unavoidable, but the general tendency in St. Louis is decidedly in the right direction, and there is no fear of the city's claim to supremacy being challenged in the long run.

Another branch of the lead business which has shown even more remarkable and satisfactory increase is lead pipe and sanitary supplies generally. One of the largest plumbers' supplies establishments in the world is located in St. Louis, with a large branch in an Illinois city. It has advertised St. Louis throughout the entire labor world by the successful efforts of its controllers to introduce the profit-sharing system into its pay-rolls. One effect of this act of genuine philanthropy has been to so popularize and strengthen the local trade that it is very unusual for any supplies to be obtained from out of the city, in spite of the fact that some of the eastern factories boast themselves of being the best in the world; and besides establishing a practically local monopoly, the enterprise of the

establishments has enabled them to make vigorous inroads into the territory of New York and Boston manufacturers, shipments in this line of business going daily to the Atlantic and Pacific Coasts and even to foreign countries.

In the South and Southwest St. Louis is known as a great sanitary plumbing center, and in many lines of business the factories can hardly keep up with the heavy orders their own enterprise has called forth. The more general incorporation of bath-room accommodations in private houses, together with the enormous quantity of plumbing called for in the commercial palaces which are being erected in every part of St. Louis, have also combined to keep the factories busy and to drive away any possible fear that might exist as to the future of the city in this regard. Improved methods in building, which have enabled contractors to keep up their work for the entire year instead of limiting their operations to six or eight months in the spring, summer and fall, have abolished the quiet time which used to be looked for in the plumbers' supplies industry in winter, and taken away the possibility of catching up with orders in arrear during the winter months. The capacity of the factories has been steadily increased, and although the sales of sanitary plumbing materials now exceed four millions per annum, the supply is ample without going out of the city for assistance.

St. Louis is the largest shot manufacturing and distributing center in the world. Nearly a million dollars are invested in the shot towers, and these convert into shot 6,000 to 10,000 tons of pig lead every year. The competition in this line of business is heavy, but the local manufacturers succeed in holding their own and in doing a profitable business in spite of drawbacks. The census of 1890 gave some interesting information as to the capital employed and the number of men engaged in the various industries connected directly with lead. This shows that upwards of 4,000 men find employment in this line, to say nothing of an immense number of others who are engaged in kindred industries returned under other heads.

**BRICK AND  
SEWER PIPE.**

St. Louis bricks are in demand as far east as New York, as far west as the towns on the Pacific Coast, and as far north as Canada. The clay found in the neighborhood of St. Louis is the finest in the country, and nearly 100,000 tons of it are shipped out of the city yearly, though enough is kept at home to make St. Louis one of the largest brick manufacturing cities in the world. The clay is free from gravel, and can be made into brick with the aid of water and shovel alone. Such primitive modes of construction have, however, been long since superseded by machinery. One company alone makes over 100,000,000 bricks in St. Louis every year, and it is almost impossible to ascertain the actual total output, though it far exceeds 200,000,000 annually. Hydraulic press bricks are a specialty of St. Louis, and their popularity throughout the entire country is generally known. These, together with the other most popular St. Louis-made bricks, are in growing demand in all sections, and during the year 1893 the capacity for manufacture was increased to a most remarkable extent.

Other clay manufactures show almost equally astounding totals for St. Louis. There is an abundance of good fire clay to be found near the city and, indeed, within its corporate limits. Sewer pipe is also produced in immense quantities, the output exceeding fifty tons every year. The local demand, which is always heavy, is augmented by large orders constantly received from all the central and Western States, and there are, in addition, sales every year in New England and on the Pacific Coast. This is an industry which has made enormous strides during the last few years. The exceptional value of the trade is now generally admitted, and inquiries are being received from manufacturers in all sections who are looking out for suitable territory in which to carry on their business.

The *Clay Record*, published at Chicago, in a recent review of the brick industry of the United States, said:

"The increasing use of pressed brick in this country is due more largely to the growth of the

St. Louis manufacture of pressed brick than any other cause. St. Louis ships pressed brick to New York, New Orleans, San Antonio, Duluth and Seattle. It is the head and front of the pressed brick industry. Its product last year was 220,000,000 brick. Fifteen years ago the product was not 30,000,000, and these latter figures include brick made by the old-time process. One St. Louis company is the biggest manufacturer of pressed brick in the world, and has branch yards in several cities. It began operations twenty-five years ago, with every architect in the country opposed to pressed brick. Now nearly all of the tallest buildings in America are made of this material. The St. Louis brickmaking capacity has increased within fifteen years from 240,000 a week to 2,000,000. Nineteen hundred workmen are employed, and even in the East, where brickmaking has at least reached something like the proficiency of the West, St. Louis brick is preferred, though it must be purchased at an advance over the price paid for native brick. There is some virtue in the St. Louis clay, which also adds to the quality of the brick.

"The fancy and ornamental brick trade was not known there fifteen years ago. It is now a great business. Over 250 different shapes and designs are kept in stock. Gravel brick, unknown, save in England, fifteen years ago, are now made in St. Louis with as good success as in England. The only terra cotta works in St. Louis began in a small wooden building in 1882. Now they are shipping their product East, West, North and South. A quarter of a million represents their annual output.

"St. Louis leads in fire brick and fire clay products. Fifteen years have shown wonderful growth. The Cheltenham district produces more fire clay sewer pipe than any other district in the United States. The St. Louis output of brick is but little behind the entire output of the State of Ohio, and fire brick, gas retorts, chimney tops, fire-proofing, crucibles, and sewer pipe are the Cheltenham goods. The City of Mexico, Monterey, and all the eastern cities use its fire brick. It turns out, at full capacity,

three miles of clay sewer pipe a day. One concern ships thirty-five to forty tons of fire brick. St. Louis has the best fire clay out of England. Near Rolla, Missouri, is another great deposit, even more refractory than that found here in such inexhaustible quantities. There are eleven fire brick firms. The shipments last year were 9,329 cars of fire brick at \$90 a car, 747 cars of fire clay at \$35 a car, and 2,211 cars of tile at \$195 a car. The industry employs 1,172 hands."

#### THE BREWERIES OF ST. LOUIS.

The beer brewing industry of St. Louis ranks among the most important of its manufactures. The city is one of the first beer manufacturing cities in the world, and it boasts proudly of the largest brewery in the United States and the most magnificent brewery in the world. At the world's competition at Chicago, this year (1893), St. Louis beer won the highest award, scoring more points than the products of any other city. This is an industry which has more than kept pace with the growth of the city, a fact which a perusal of the following extract from the *Missouri Republican*, of September 20, 1854, clearly indicates:

"St. Louis has about twenty-four breweries, and every one of them has stored nearly twice the quantity of ale, for this summer, that has been made in any preceding one. As we are informed by one of the largest dealers of this article, the quantity may safely be reckoned at forty thousand barrels of lager beer and, perhaps, twenty thousand barrels of common beer. By an average count, one barrel of about thirty gallons gives about three hundred glasses. Thus we have about twelve million glasses of lager beer and about six million glasses of common beer. Common beer is sold at five dollars per barrel and lager beer at seven dollars, that is at wholesale. This will make the amount received by the brewers: for lager beer, \$290,000, and for common, \$100,000. The retailers, at five cents a glass, took in \$600,000 for lager beer, and \$300,000 for the common article. Just think of it, nearly a million dollars spent in St. Louis, during one summer, for beer."

In 1860, 122,400 barrels of lager beer, 85,500 of common beer, and 4,400 barrels of ale were manufactured, worth at wholesale \$1,500,000, so that during the six years preceding the war the brewing industry of St. Louis increased with remarkable activity. Between 1860 and 1870 the production of beer more than doubled itself, and during the next seventeen years the increase was nearly five hundred per cent, for at the present time the breweries of St. Louis are producing fully 2,000,000 barrels, or more than 60,000,000 gallons yearly. The following table shows the increase, year by year, since 1877, with but one fractional decrease during the entire period:

Year.	Barrels	Gallons
1877.....	471,232	14,608,192
1878.....	521,684	16,172,204
1879.....	613,667	19,023,677
1880.....	828,072	25,670,232
1881.....	959,236	29,739,313
1882.....	1,069,715	33,661,165
1883.....	1,100,000	34,100,000
1884.....	1,122,265	34,790,215
1885.....	1,086,032	33,666,992
1886.....	1,280,091	39,682,821
1887.....	1,383,361	43,557,872
1888.....	1,482,883	46,710,815
1889.....	1,546,587	48,717,490
1890.....	1,856,883	58,498,114
1891.....	1,810,812	56,135,172
1892.....	1,961,449	60,814,919*

The census returns for 1890 go more fully into the growth during the eighties. Thus, in 1880 the capital invested in this industry was returned at \$4,000,000, just one-fourth the total for 1890. During the ten years the army of employes increased from 1,200 to 2,800, and the annual wages from a little more than half a million to two millions and a quarter. The value of the product annually appears to be almost identical with the capital invested, and the increase during the ten years was hence about four hundred per cent. Several new breweries have been started since the census was taken, and at the present time the number of men employed ex-

\*The returns for 1893 could not be included in this work. Taking the actual figures for November and estimating for December, the number of gallons would be about 63,000,000.



ceeds 3,700,\* to whom there are paid in wages at least two and a half million dollars.

There are about twenty-five large breweries in St. Louis, in addition to several others which are small only by comparison. Reference has been made in the preceding chapter to the purchase by the English syndicate of some fifteen of our most prominent breweries. This transaction was completed some five years ago, and the syndicate has so increased the capacity of its enormous plants that it now produces three-quarters of a million barrels of beer annually, and can increase its output to a million and a half barrels when the demand makes it necessary. The purchase of the breweries by these capitalists created quite a sensation, and called attention to St. Louis in a variety of ways. The two largest breweries held aloof from the transaction, and could not be tempted by English gold. These breweries are visited every year by thousands of tourists, and a regular system of guides to pilot the strangers over the immense plants is maintained. The largest of them is in itself a small town, in addition to which it maintains branches in New York, Boston, Philadelphia, Pittsburgh and other cities, and the actual number of its employes exceeds 4,000. Shipments are made to Mexico, to West Indies, Central America, Brazil, the Sandwich Islands, Australia, Japan, China and other equally distant points. Quite recently another attempt has been made by wealthy London bankers to obtain control of the two mammoth breweries of St. Louis which have so far reserved their individuality. The effort was not successful, but the persistency of those making the offer cannot be regarded as other than a well-merited compliment to a city which is just beginning to be appreciated at its full worth in the old world. During the years 1890, 1891 and 1892 new establishments have been erected in St. Louis, and increased competition has been

created. St. Louis is not quite the greatest beer producing city in America, but it does not fall far below the leaders in this respect, and before the century expires it will pass at least two of the three cities which now lead it.

#### TOBACCO AND CIGARS.

In tobacco St. Louis leads the entire country, a fact which can be easily proved by reference to the returns made yearly to the government officers and to the amount of revenue paid. Our largest tobacco house has the record of paying a larger tax in a given period than any other establishment, and it is certainly the best equipped establishment of its kind in the world. As long ago as 1850 the city claimed the largest tobacco manufacturing house in the West, and from that time to this it has easily maintained its supremacy, not only over the West, but also the entire country. In 1880 there were in the city 222 establishments engaged in the manufacture of tobacco or cigars, with a capital of about one and a half million. The number of hands employed was 2,627, and the value of the product was less than \$6,000,000. The census for 1890 revealed the existence in the city of 12 tobacco factories and 296 cigar factories, with a total product valued at about \$16,000,000. The way in which the government revenue is collected makes it easy to ascertain at any period the condition of the tobacco industry. From the government returns it is evident that St. Louis manufactures about one-fourth the tobacco product of the United States. The number of pounds now manufactured yearly is about 60,000,000, worth nearly \$20,000,000. About 6,000 people are kept constantly employed, and the popularity of St. Louis brands is so great that they sell practically in every part of the civilized world, and certainly in every city of the United States. The annual increase in the product varies from ten to fifteen per cent, and, although the output was reduced in 1892 by a disastrous fire, the returns for that year showed a gain of upwards of 2,000,000 pounds. The New Jersey district, which comes second to St. Louis in the returns, had for many years a very valuable trade in the far West, but

\*State Labor Commissioner's Report, 1893. These calculations exclude resident agents and salesmen, traveling men, clerical help, etc. The Anheuser-Busch Brewery, alone, finds employment for more men than are returned for all the breweries combined, but its vast army of employes includes many hundred men who are not brewers or actual producers.

St. Louis factories have now secured a practical monopoly of this trade, and, in addition, the demand from Mexico and other Spanish-American countries is largely on the increase.

The city is, of course, exceptionally well located for a cigar jobbing center, and one house in it handles more cigars than any one house in any other city. From \$3,000 to \$5,000 is paid weekly by manufacturers in the way of duty, and there are now more than a million cigars manufactured every week. About 30,000 pounds of snuff are placed on the market by St. Louis houses every year.

Passing to a more indispensable article of every-day life, it may be stated that St. Louis is the third largest flour manufacturing city in America, its output being exceeded only by Minneapolis and Milwaukee. If the returns from factories situated outside of the city limits, but owned and operated by St. Louis millers, are included, the city is second in the order. The annual output of mills within the city limits exceeds 1,600,000 barrels, to which should be added 1,800,000 manufactured annually at mills situated at Alton, Litchfield, Belleville, Red Bud, Nashville, Clinton, St. Mary's and other points, but which are owned and operated by St. Louis firms. The amount of flour handled by millers and dealers has increased more than fifty per cent since 1886, and the industry is in as healthy condition as is possible with wheat at the phenomenally low prices which have prevailed for over a year. Even this low price has its advantages, for it has enabled millers to place flour in eastern and other markets hitherto closed against them. About half a million barrels are shipped yearly to Europe, about 38,000 to Canada, about twice that quantity to Havana, by rail to Gulf points, in addition to over 80,000 barrels sent down the river to New Orleans and thence to Havana. About 80,000 barrels are shipped to eastern points, and about 1,500,000 barrels to the Southern States.

#### "OTHER INDUSTRIES"

\$54,514,383.

It is impossible to deal at length with the immense manufacturing interests grouped in the table on a preceding

page as "other industries," with an aggregate annual product valued at \$54,514,383. Indeed, if each industry were to be handled in detail an entire work would be occupied. But there are some points of especial interest in connection with some of the trades not mentioned specifically, which ought to be recorded. Thus, St. Louis is one of the largest publishing centers in the world, producing and binding an immense number of books. Its planing mill industry is one of immense importance, gaining in magnitude every year. It is one of the largest candy and cracker manufacturing cities in the world, besides having within its corporate limits the largest cracker factory in America. The first city to have its streets lighted from end to end by aid of electricity, the business in electric supplies of every description has naturally grown until to-day it has assumed a magnitude far beyond general acknowledgment. The value of the output is \$6,000,000 per annum, and shipments are made regularly to New York and London.

Enough patent medicines are manufactured in the city every year to either kill or cure the entire population of a good-sized nation, and the product of St. Louis chemical manufactories is also enormous. The census returns show that these two industries together have a product in excess of \$5,000,000 per annum, and this calculation is probably an under-statement rather than otherwise. In paints and oils its business is constantly increasing, and in bags and bagging it defies competition. Glass manufactured in St. Louis was used almost exclusively in the World's Fair buildings, a striking tribute to the manufacturing greatness of St. Louis by its old-time rival. One of the largest contracts for glass ever issued was the one for the lights in the enormous roof of the new Union Station, and this contract was executed by a St. Louis house. St. Louis was the first city to manufacture silverware west of the Alleghany mountains, and in a hundred other ways it has established its right to be regarded as the greatest manufacturing center of the West, and as one of the greatest manufacturing cities in the world.

## CHAPTER IV.

## TRADE AND COMMERCE.

ST. LOUIS TERRITORY, AND THE WAY IN WHICH ITS ORDERS FOR MERCHANDISE ARE EXECUTED.

**T**AKE A MAP of the United States and draw a circle with a 500-mile radius round New York, Chicago and St. Louis. The result will astonish you, unless you are already acquainted with the fact that a larger number of people reside in or within 500 miles of St. Louis than in or within 500 miles of any other city in the United States. At least two-fifths of the New York circle extends into the Atlantic Ocean, and more than another fifth is taken up by Lakes Erie and Ontario and the southern section of Canada. Of the Chicago circle, the lakes occupy at least a third.

St. Louis is much more fortunate, for nearly the entire circle covers rich land in a district the growth of which has surprised the world. It includes the whole of Missouri, Illinois, Indiana, Kentucky, Tennessee, Mississippi, Arkansas and Iowa, with portions of Nebraska, Minnesota, Wisconsin, Michigan, Ohio, West Virginia, Virginia, North and South Carolina, Georgia, Alabama, the Indian Territory, Oklahoma and Kansas—truly, a magnificent territory, and one whose possibilities are unlimited. In a few short years we shall be called upon to celebrate the centennial of the Louisiana purchase. When the treaty of Paris was signed, the American minister, Mr. Robert R. Livingston, said to M. Marbois, with whom he had been treating: "We have lived long, but this is the noblest work of our lives. The treaty which we have just signed will change vast solitudes into flourishing districts." This prophetic utterance has

been amply justified by results; and as that portion of the old Territory of Louisiana which is tributary to St. Louis has emerged from darkness into light and from wilderness to fertility, so has the city which is its commercial metropolis risen head and shoulders above all competitors, and become literally the best distributing point for merchandise in the United States.

"St. Louis," says Julian Ralph, in the exceptionally able article from which an abstract has already been taken, "is commonly spoken of as the capital of the Mississippi Valley, but her field is larger. It is true that there is no other large city between her and New Orleans—a distance of 800 miles—but there is no other on the way to Kansas City, 283 miles; or to Chicago, 280 miles; or for a long way east or southwest. Her tributary territory is every State and city south of her; east of her, to the distance of 150 miles; north for a distance of 250 miles; and in the west and southwest as far as the Rocky mountains. Between 1880 and 1890, the State of Missouri gained more than half a million inhabitants; Arkansas gained 326,000; Colorado, 300,000; Kansas, 430,000; Kentucky, 200,000; Nebraska, 600,000; Texas, 640,000; Utah, 64,000; New Mexico, Arizona and Oklahoma, 114,000. Here, then, was a gain of 3,174,000 in population in St. Louis' tributary country, and this has not only been greatly added to in the last two and a half years, but it leaves out of account the growth in population of the States of Illinois, Iowa, Indiana, Mississippi and Louisiana."



**A ST. LOUIS  
COMMERCIAL  
SUBURB.**

We have said that the section of country within a 500-mile radius of St. Louis is rich, and that its possibilities are prodigious. The States named as coming within the circle have made themselves famous by their achievements in agricultural and other directions, and their greatness need not be dilated upon. But there has arisen during the last four or five years a new territory whose growth has been phenomenal. Reference is made to Oklahoma, a commercial suburb of St. Louis, and a country which was unknown to civilization until the three "openings," the first in 1889, and the third in 1893. In 1890, the original Oklahoma had a population of 62,000, and now it is 150,000, a gain of 250 per cent in less than three years. The Cherokee Strip, recently opened, adds, it is computed, 100,000 to the population, bringing the total number of inhabitants in the Territory up to 251,000. This gives Oklahoma a larger number of inhabitants than any other of the Territories, for Utah, the most populous of all of them in 1890, had only 208,000 in that year, which number must still be considerably below the 250,000 mark. New Mexico's population in 1890 was 154,000, and Arizona's 60,000. In general business development and wealth, the growth of Oklahoma has been equally wonderful. The six national banks and twenty-four private banks in the Territory show that the industrial, commercial and financial interests of that region are well taken care of. The railroads running through it are well patronized, and new lines are projected to meet the requirements of a steadily and rapidly expanding community. It was less injuriously affected by the financial disturbance than were the other Territories and some of the States, and, as a consequence, it has rallied quicker from the effects of the panic. Agriculture, of course, is far ahead of all other interests in the Territory, but factories are being established and mines opened. Within a few years its activities will be fairly well diversified, and a well developed and symmetrical growth will be had.

St. Louis is especially interested in the growth

and fortunes of the Territory. Her business relations with this city have been close and extensive from the beginning, and they are being diversified and expanded rapidly. This city is the chief distributing point for the entire Southwest, and Oklahoma is a growing, prosperous and progressive portion of that section. The creation of a prosperous territory with a population of a quarter of a million inhabitants in three years, shows how limitless are the possibilities of the country in which it is situated. There are yet countless acres to be opened for settlement in the Indian Territory, and there is also room for millions of people in the great States that surround it. St. Louis is not exactly the center of population of the United States, which on June 1, 1890, was situated about twenty miles west of Columbus, Indiana. The center moved nearly fifty miles west during the eighties, and will reach St. Louis in its westward course within ten or twenty years. But it is unnecessary to wait for this event to happen, for St. Louis is to-day practically the center of commerce of the North American continent. It is too far east to be western, too far west to be eastern, too far north to be southern, and too far south to be northern. It is, in short, all things to all men and to all States—the great commercial and financial center of the most prosperous nation in the world, and within comparatively easy access by rail or river of all points.

Thus, in addition to being the great distributing point for the West and the great wholesale supply point from which the leading cities of Kansas and Colorado obtain merchandise of every description, it is also in every sense of the word the metropolis of the South. The New South and New St. Louis may be spoken of as twin sisters, for their birth and growth has been practically simultaneous. Cincinnati alone competes with St. Louis for the southern trade, but during the last twenty years the latter has so completely outstripped the former that the competition can scarcely be said to exist at this time. The rapid development of new and practically unsettled sections of the Southern States has caused an immense increase in the demand from

those sections, and in view of the popularity which immigration southward has attained, a still further growth in this direction is a certainty.

**TRADE WITH MEXICO  
AND  
SOUTH AMERICA.**

Nor is the trade of St. Louis limited by the boundaries of the United States. It is the nearest large city to Mexico, and is rapidly becoming the great center of distribution for all points in the Mexican republic as well as in Spanish-American countries generally. European exporters up to a few years ago enjoyed a monopoly of this trade, to which they catered so carefully that they popularized their goods and also their methods of doing business to an extent which practically shut out trade from this country. The Spanish Club of St. Louis deserves credit for having done more to get rid of this anomaly than any other trade organization in the United States. Mexican merchants, as a rule, are well situated financially, but a system of long credits prevails, and this makes it absolutely necessary for the wholesaler to keep himself acquainted with the financial standing of those from whom orders are solicited. The Spanish Club, with the co-operation of the Autumnal Festivities Association, has made this easy by the collection of data of every description, and by placing these data at the disposal of merchants. The city is now supplying Mexico with goods of almost every description, but more notably with agricultural and other machinery, mill and mining supplies, steam and traction engines, shovels, hardware, sewing machines, belting, smoked and dried meats, groceries and provisions, wooden and willowware, glassware, fire brick, fire clay, cement, drugs and chemicals, paints and oils, cordage, rubber goods, dressed lumber, street and railway cars and supplies, blank-books and stationery and printing presses, importing in return large quantities of coffee, sugar, rice and fruit. During the year 1892 nearly a million pounds of hardware were shipped from St. Louis on through bills of lading to Mexico, Cuba and Central and South America. Groceries and chemicals of equal weight

were sent, in addition to which 157,000 barrels of flour were shipped to Cuba. These totals merely represent the direct shipments from St. Louis which the work of improvement on the Mississippi river, now in progress, will make both easier and cheaper. A large quantity of merchandise is still shipped to Spanish-American countries via New York houses, but the adjustment of freights and the improved railroad communications between St. Louis and Mexico favor direct shipment only.

Before passing to a consideration of some of the principal articles included in the wholesale and jobbing business of St. Louis, it is interesting to note that during the eighties the tonnage of freight received at St. Louis increased from 6,000,000 to nearly 10,000,000, while the quantity of freight forwarded by railroads out of St. Louis increased from 2,756,000 tons in 1880 to nearly double that total in 1890. The freight tonnage of the railroads tributary to St. Louis increased from about 35,000,000 in 1880 to nearly 49,000,000 in 1890, an increase during the ten years of nearly 14,000,000 tons. Since these figures were published in connection with the census of 1890, there has been a marked increase in shipments of goods from St. Louis, and in 1892 nearly 9,000,000 tons of merchandise crossed the Mississippi river at St. Louis, an increase of fifty per cent since 1887. The total receipts of merchandise of St. Louis by river and rail were almost 12,000,000, as compared with 10,600,000 in 1890. The shipments also show a very large increase and point to prosperity of a most pronounced type.

**DRY GOODS, BOOTS  
AND SHOES, GROCERIES  
AND DRUGS.**

The wholesale and jobbing dry goods business of St. Louis shows an increase in the cash receipts of from ten to fifteen per cent per annum. The total sales now exceed \$40,000,000 per annum, and they extend to points west of the Rocky mountains, as well as to cities in Indiana and over the entire South. In addition to the immense jobbing trade, the retail dry goods trade of St. Louis has assumed immense importance, and the business trans-



acted in response to mail orders is very large. The hat and cap trade has developed from practically nothing ten years ago, to about \$5,000,000 per annum at this time, and is growing with great rapidity. As a boot and shoe distributing city St. Louis is second only to Boston. Enormous as is the manufacturing output of the St. Louis factories, and rapid as has been the increase during the last ten years, the jobbing business in boots and shoes has shown an even more astonishing growth. The exceptional causes which made trade dull throughout the entire country during at least six months of the current year had less effect on the shoe trade of St. Louis than on any other city in the country. In 1892 St. Louis received 828,071 cases of shoes, a gain over 1891 of about forty per cent. Ten years ago the receipts were less than 300,000 cases, so that the gain has been exceptionally pronounced, though it has chiefly taken place during the last four years. The shipments from Boston to various trade centers are usually considered as criterions, and it is interesting to note that while St. Louis received 13,500 more cases from Boston than in the preceding year, there was a falling off in the receipts of New York of 13,000, at Chicago of 86,000 and at Baltimore of 44,000, showing that the immense gain of St. Louis meant a great deal more than an increased demand in keeping with the natural increase in population.

The wholesale grocery trade of St. Louis is so large that the sales are now nearly \$90,000,000 a year. The increase for the year 1892 over the preceding year was twelve and a half per cent, largely due to increased orders from Missouri, Arkansas, Illinois, the Indian Territory and the Southeastern States, and to the opening up of new trade in the Iowa district. In branches of the grocery trade, such as sugar, syrups and rice, very healthy gains are reported every year; and in coffee, which is one of the city's specialties, the gain in 1892 was enormous, the shipments increasing from 232,000 sacks to 367,000.

St. Louis is either the first or the second

largest distributing point for drugs and chemicals, and the volume of the business in these specialties now exceeds a million dollars a month. The largest drug house in the world has its home in St. Louis, and there are other establishments of enormous proportions. The trade depression of 1893 checked the increase of eight or ten per cent in business which had been reported annually, but did not cause any marked falling off. The wholesale drug business is one which is not generally understood by the outside public, to many of whom it will be news that it is quite a common practice for a new proprietary article to be placed in the hands of St. Louis jobbers, irrespective of the home of the inventor, simply because it has been ascertained by experience that St. Louis possesses unrivaled facilities for introducing into the market any novelty in the drug trade. The volume of business transacted is amazing in its extent and variety, and is a source of general surprise to those who have made themselves acquainted with the details.

#### **HARDWARE AND HARDWOOD.**

St. Louis has the largest hardware house in the world, and the city has few equals as a distributing point for this commodity. The year 1892 was an exceptionally favorable one for this trade. The actual receipts showed an increase of fifteen per cent and, as there was a general reduction in prices, the actual increase in the volume of trade was little, if any, less than twenty-five per cent. The foreign trade is exceptionally good, in addition to which the entire country west of the Alleghany mountains is supplied. Indeed, shipments are made into many States which cannot, by any species of reasoning, be regarded as St. Louis territory. Shipments are also made frequently to points within half an hour's ride of Chicago, and, what is even more remarkable, quite an extensive business is done with strictly eastern sections. The old craze for sending East for high-class decorations for homes is rapidly dying out in face of the progress made by St. Louis, which now sends more high-class hardware to the East than it receives from it. The



annual sales amount to about \$18,000,000, and are increasing with great rapidity. In wooden and willowware St. Louis does such an enormous trade that the sales are equal to those of all the other American cities combined—a statement which may seem extravagant, but which is easily borne out by an examination of tables.

St. Louis is the best hardwood market in the world, and its lumber interests are enormous. It is so situated that the very best lumber regions are within easy access; and the reputation the city has obtained as a lumber market has led to the choicest products coming to it. The receipts of lumber are so large that the figures are a trifle bewildering. Thus, in 1892 the number of feet received was 883,943,163, an increase of fully twenty-five per cent on those of two years previously. The shipments were less than half the receipts, showing that during the year 460,000,000 feet of lumber were consumed in the local planing mills, wagon and carriage factories, and other establishments, a marked tribute to the city's manufacturing activity. The planing mill products alone realized at least \$4,000,000 during the year, and are steadily increasing.

#### **COTTON AND WOOL.**

The general depression in the cotton trade during the last few years has been so great that much activity is impossible, but St. Louis is rapidly increasing its importance as a receiving and distributing point. It draws most of its supplies from Arkansas, the other States which ship largely to St. Louis being Texas, Mississippi, Tennessee, Alabama, Missouri, Louisiana and Kentucky. During the year 1891 the city built up a very valuable export trade, shipping 185,000,000 bales to England, and smaller quantities to Germany, France, Belgium, Ireland, Saxony, Austria, Italy, Holland and Switzerland, the shipments to Ireland, Saxony and Holland opening up an entirely new trade. The total shipments during the year ending August 31, 1892, were 685,000 bales, of which nearly a third went direct to Europe, and 176,000 bales to England. A great gain in this business cannot be looked for until condi-

tions over which the city has no control are changed.

At one time there existed a prejudice against St. Louis as a wool market, but this fortunately has entirely died out. The receipts in wool in St. Louis in 1892 were about 26,000,000 pounds, 4,000,000 greater than in 1891, and larger than any year's in the city's history. The years 1888 to 1891 showed a satisfactory business, increasing during the four years a little over 2,000,000 pounds. The early eighties showed unfavorable returns, none of them exceeding or even approaching the business of 1879. A great jump was made in the forward direction in the year 1885, and now the strength of the St. Louis wool market is so great that there can be no possible anxiety as to the future. St. Louis is now a very much stronger wool market than Chicago, and for domestic wools it is now the greatest market in the country, with the single exception of Boston. The great gain has been brought about mainly by the energy of the wool merchants, who have established for the city a great reputation for promptness in handling consignments and making remittances. This fact, coupled with the improved railroad facilities and reduced freight rates, has brought the St. Louis wool market in touch with the large wool producing areas in Montana, Wyoming and Colorado. Two of these States are within what is regarded as Chicago territory, which city formerly secured the bulk of the Colorado trade. Now, however, these three States send nearly the whole of their product to St. Louis, and the indications are that other extreme Western States will soon follow the good example set them.

In shipments, St. Louis was even more active in 1892 than in receipts, the splendid total of 27,000,000 being reached, showing an increase of considerably over 5,000,000 pounds. The stock on hand on January 1, 1892, exceeded 7,000,000 pounds, but the transactions for the year were so heavy that in spite of the great increase in receipts, the stock carried over to 1893 showed a very gratifying decrease. It is probable that the increased demand from

Northern and Northwestern areas is mainly responsible for this increase in shipments. Formerly these mills relied upon Chicago for their supplies, and it is only in recent years that they have found out that they can get better treatment in St. Louis than in any other city in the country. Wisconsin is taking more and more of our wool every month, and mills within the city boundaries of Chicago send their orders in here with gratifying regularity.

Strange buyers are seen in the city constantly, and are more than welcome. They are attracted here by reports of friends in the same line of business who have commenced drawing their supplies from St. Louis, and who have found it to their advantage to do so. The superiority of the St. Louis wool market in the matter of selections is its guarantee for future success, and the great increase in wool manufacturing in the West and Northwest renders any anxiety unnecessary as to the maintenance of the demand in the sections which the city rightfully looks upon as its own.

While the receipts of wool have doubled themselves during the last twelve years, the gain in hides and leather has been even more pronounced. The weight of the hides received has increased from 18,000,000 pounds in 1880 to nearly 40,000,000 pounds per annum now, while the shipments have about doubled during the same period. In the early days of St. Louis it was noted for its transactions in peltries and furs, which increased steadily up to about the year 1870. For the next fifteen or sixteen years comparatively little progress was made, owing to causes which affected the wool industry of the entire country, but the business has increased six-fold during the last six years, and has now assumed enormous proportions.

#### WHEAT AND OTHER GRAIN.

St. Louis is known as the best winter wheat flour market in the world, and it is the second in the list of primary grain markets in the United States. Its receipts in grain have increased more than sixty per cent in the last five years, as will be seen by the following condensed table:

Bush'ls	1892.	1891.	1890.	1889.	1888.
Wheat.....	27,483,855	25,523,183	11,730,774	13,810,591	13,010,108
Corn.....	32,030,030	21,530,940	45,003,681	34,299,781	20,269,499
Oats.....	10,604,810	12,432,215	12,259,955	11,347,340	10,456,760
Rye.....	1,189,153	1,149,490	501,054	679,364	421,514
Barley.....	2,691,249	2,108,546	2,794,880	3,070,807	3,044,961
Total.....	73,999,097	62,744,374	72,260,344	63,207,883	47,202,842

The export trade has increased with great rapidity, the European shipments being six times as large in 1892 as in 1890 in wheat alone. The popularity of St. Louis as a grain market is also proved by the increased receipts in wheat since 1886, when they were 8,400,000 bushels, as compared with 27,000,000 in 1892. The transactions in hay have increased very rapidly during the last ten years, though, owing to the increased home consumption, the shipments have remained nearly stationary. During the current year, hay has been shipped from St. Louis to France, and although the transaction was a comparatively insignificant one, it is of importance as showing what an immense field is open for St. Louis in exporting, and how easily these opportunities can be taken advantage of.

#### HORSES, MULES AND LIVE STOCK.

St. Louis is the best horse and mule market in the United States; and so far as mules are concerned, its transactions are larger than those of all the other markets in the country combined. The trade is confined to a comparatively small area on Broadway, a few blocks north of the Eads bridge. About 50,000 mules are sold every year in this section, and the receipts from sales exceed \$5,000,000. The government purchases between 1,000 and 2,000 mules every year from St. Louis, and the southern planters rely on the city entirely for their supply. Shipments are made to Cuba in large numbers, one firm alone selling as many as 5,000 head a year to Cuban planters. To such a perfect system has the trade been brought that telegraphic orders are often received and executed for from twelve to a hundred mules wanted at distant points. The animals are graded very carefully, and there is hence little difficulty in fixing values



or completing trades. In horses, St. Louis also does a very large trade, as many as 20,000 being sold every year. It is quite an every-day occurrence for high-grade carriage horses to be ordered from St. Louis by New York and Chicago dealers. This is because St. Louis has the reputation of paying a higher price for stock than any other market, while the rapidity with which sales are made makes it profitable to sell at very low prices. More than one St. Louis magnate has ordered a pair of handsome carriage horses from a distant market in order to obtain something exceptionally fine, only to have his order executed through a St. Louis dealer or broker at an additional expense to him of the commission charged by the foreign house.

In live stock generally, St. Louis is a highly important market. The total live cattle receipts in 1892 were 801,111, and almost the entire receipts were marketed here. From 600 to 800 head of cattle are slaughtered daily at the National Stock Yards, and a great increase in facilities is the result of the introduction of capital from outside points. During 1892, St. Louis sold more Texas cattle than Chicago, and the prices realized were somewhat higher. In spite of the general decrease of interest in sheep-raising throughout the country, there was but a slight falling off in the receipts or shipments of sheep: nor was the volume of business in hogs materially reduced, although the flood kept a great deal of trade away from the city, in addition to which less hogs were raised. It is a significant fact that, although a less number were sold, a very much larger sum was realized than in 1891, and the condition of the market must be described as exceptionally healthy in every respect.

#### **RETAIL ESTABLISHMENTS HERE AND ELSEWHERE.**

The story of the greatness of St. Louis as a wholesale and jobbing center might be continued without limit, but the few specialties selected must suffice to illustrate the general scope and extent of the business, which has assumed proportions far beyond what the most enthusiastic New St. Louisan realizes, and which is growing every month.

Before passing from the subject of trade and commerce, a reference must be made to the retail business of the city. St. Louis is without doubt the greatest shopping center in the West, and with but few exceptions the greatest in the country. The Bureau of Information recently issued a circular to 2,000 prominent citizens, asking them a series of questions as to the retail excellence of St. Louis. Among other queries was one as to the nature and extent of the assortments, and another asked for a comparison as to price. Nearly every reply was to the effect that the more one traveled the more was the conviction driven home that New St. Louis was one of the most favored cities so far as stocks are concerned, and the opinion was unanimously expressed that retailers ask less for their wares than do those of any other city for similar grades. One of the leaders of society, a lady who was born in the East, but who is now the wife of one of St. Louis' leading bankers, did not exaggerate one jot or tittle when she said:

"Every year I visit the eastern stores, and every year I become more strongly convinced that our St. Louis merchants equal in energy and result any in the United States."

Captain Cuttle's advice to his friends as to important records of fact and philosophy was, "when found, make a note of." The hint expressed so tersely by the St. Louis lady is as valuable as any proverb of the past or present, and should be "made note of" and be borne constantly in mind by every resident in the city or within a day's journey of it.

St. Louis merchants act on the principle that the best is the cheapest, and they accordingly carry the best goods in every grade, thereby acquiring and maintaining a reputation which adds greatly to their business, and which brings them in orders by mail from every direction. It is impossible to estimate how many thousands of dollars are received in St. Louis daily by retailers, but the express and freight business transacted may be taken as a fair index, and this shows that St. Louis occupies a unique position as a distributor of goods of every description required for household purposes. The store



buildings of a few years ago having proved entirely inadequate to the wants of the present time, magnificent structures have been erected for the accommodation of merchant princes in various lines. Broadway and Olive street are special favorites with large retailers, and most of the large establishments are to be found on these magnificent thoroughfares, though in some lines adjoining streets are also quite popular.

The retail dry goods houses may be described as singularly massive and complete, some of the largest establishments on the Parisian Bon Marché plan having acquired a national reputation. In clothing and hats, the retail establishments are also conspicuously fine, while the most elaborate assortments of boots and shoes are to be found in numerous retail stores in the best locations in the city.

Speaking of the retail trade of the city generally, it may be said that the St. Louis merchants are specially favored by location. Not only have they a population of considerably over half a million within their own city from which to draw regular trade, but they also enjoy the trade of an immense number of suburban and semi-suburban cities, in addition to doing a large trade by express and through the mails with the residents of at least five States. Besides these excellent facilities for securing customers, they are remarkably well fixed for obtaining stock at reasonable prices. The manufactories of the city enable a large percentage of the supply to be drawn from home, and the railroad connections with the East are such as to render it very easy and convenient to receive the latest productions of the great eastern houses. The city is also a United States port of entry and receives goods from European centers direct to the consignee. Every advantage is taken of these facilities, and the latest fashion in St. Louis is never far behind the latest fashion in New York, London or Paris.

The St. Louisan on his travels and anxious to have justice done his favored city should acquaint himself with some of the most remarkable of its commercial\* achievements.

\*See also page 29.

St. Louis is the best market in America.

It is by far the best hardwood lumber market.

It is the largest soft hat market in the world.

It has the largest drug house in the world.

It sells more bags and bagging than any other city.

It is the largest interior cotton market in the world.

It is the best winter wheat flour market in the world.

It is the largest inland coffee market in the world.

It is the second primary grain market in the world.

It is the largest horse and mule market in the world.

Its wholesale grocery sales exceed \$90,000,000 a year.

It has the largest exclusive carpet house in America.

It is the largest fruit and vegetable market in America.

It has the largest hardware establishment in the world.

It has the largest woodenware establishment in the world.

It is the third largest dry goods market in the United States.

It has the finest jewelry establishment in the United States.

It ships more than 75,000,000 pounds of barbed wire annually.

It exports more goods to Mexico than any other interior city.

It is the best interior market in the United States for domestic wool.

It handles more than half the woodenware sold in the United States.

It receives by rail and river a million tons of merchandise every month.

It is the largest shoe distributing point in the world, with one exception.

It handles on an average nearly three million feet of lumber every working day in the year.

Its transactions in dry goods, clothing, hats and shoes are in excess of \$100,000,000 per annum.

## CHAPTER V.

## RAILROAD AND RIVER FACILITIES.

THE BEST RAILROAD CENTER IN THE UNITED STATES.—THE LARGEST CITY ON THE LARGEST RIVER IN THE WORLD.—THE LARGEST RAILROAD STATION IN THE WORLD.

“**A** PROPHECY,” we are told, “is not without honor, save in his own country,” and what is true of prophets is equally true of cities. Hence it was that the world generally was enlightened concerning the extraordinary advance of St. Louis as a railroad center, not by a St. Louis statistician, but by Mr. Robert P. Porter, Superintendent of the Eleventh Census, whose under-statement of the population of the city in 1890 proves conclusively that he is not unduly prejudiced in favor of St. Louis. In the speech delivered by the superintendent on November 21, 1891, from which quotations have already been made, he called attention to the fact that St. Louis, as a railroad center, is something of which the nation, as well as the city, can be proud. “We may throw Ohio, Indiana and Illinois out of consideration,” he said, “and still have more miles of railroad tributary to St. Louis than the total mileage of the United Kingdom, of Germany, France or Austria-Hungary. Add half of Illinois, which is justly tributary to this city, and we have a railway mileage, tributary to this one great river city, equal to the combined railway mileage of the United Kingdom and Austria-Hungary. Again, take the mileage of railways centering in St. Louis, and we find it equal to the total mileage of the German Empire, and exceeding by about five thousand miles the total mileage of railways of England or of France. These are not boastful facts, but facts which point to a future far beyond that as yet attained by Europe’s great river cities.”

A year later, another tribute to the excellence

of St. Louis as a railroad center, was paid by Mr. Julian Ralph, who, in his article in *Harper’s New Monthly Magazine*, for November, 1892, said: “St. Louis has become remarkable as a centering place of railroads. The city is like a hub to those spokes of steel that reach out in a circle, which, unlike that of most other towns of prominence, is nowhere broken by lake, sea or mountain chain. Nine very important railways, and a dozen lesser ones, meet there. The mileage of the roads thus centering at the city is 25,678, or nearly 11,000 more than in 1880, while the mileage of the roads that are tributary to the city has grown from 35,000 to more than 57,000. These railways span the continent from New York to San Francisco. They reach from New Orleans to Chicago, and from the Northwestern States to Florida. Through Pullman cars are now run from St. Louis to San Francisco, to the City of Mexico, and to St. Augustine and Tampa in the season. New lines that have the city as their objective point are projected; old lines that have not gone there are preparing to build connecting branches, and several of the largest systems that reach there are just now greatly increasing their terminal facilities in the city with notable works at immense cost.”

THE SITUATION  
IN 1890.

These two quotations from the utterances or writings of outsiders, show how the railroad facilities of St. Louis are appreciated throughout the country at the present time. During the eighties the growth in the city’s railroad facilities, and in the territory which it supplies with merchandise, were enormous.

During the decade the railroad mileage of Texas, which is one of the States which draws nearly all its supplies from this city, increased 147 per cent; those of Louisiana, Mississippi, and Arkansas, three more States in St. Louis territory, more than doubled during the same period, while the Indian Territory railroad mileage increased nearly four-fold. The increase in Kansas, another distinctly St. Louis State, was about eighty per cent, and through the entire section tributary to St. Louis there was a gain of 21,000 miles, or about sixty-one per cent. The following table shows the general increase in mileage, tonnage and passenger traffic of the St. Louis railroads between the years of 1880 and 1890. It was not prepared for the purpose of demonstrating the greatness of St. Louis, but is part of the official record of the census of 1890:

MILEAGE, FREIGHT, PASSENGERS, EARNINGS, ETC.	Year	Miles.	Tons.	Total.
Mileage of railroads centering in St. Louis.....	1880	14,801		
Do.....	1890	25,678		
Increase.....		10,877		
Freight received by railroads centering in St. Louis.....	1880		6,097,000	
Freight forwarded by railroads centering in St. Louis.....	1880		2,756,000	
Total.....				8,853,000
Freight received by railroads centering in St. Louis.....	1890		9,970,000	
Freight forwarded by railroads centering in St. Louis.....	1890		5,271,000	
Increase.....				15,241,000
Mileage of railroads tributary to St. Louis.....	1880	35,473		
Do.....	1890	57,174		
Increase.....		21,701		
Freight tonnage of railroads tributary to St. Louis.....	1880		34,748,000	
Do.....	1890		48,596,000	
Increase.....				13,848,000
Freight earnings of railroads tributary to St. Louis.....	1880		\$70,453,000	
Do.....	1890		\$91,779,000	
Increase.....				\$21,326,000
Passengers carried on railroads tributary to St. Louis.....	1880		14,513,000	
Do.....	1890		32,871,000	
Increase.....				18,358,000
Passenger earnings on railroads tributary to St. Louis.....	1880		\$23,202,000	
Do.....	1890		\$29,738,000	
Increase.....				\$6,536,000

These figures are bewildering in their vastness, especially when it is remembered that it is but a little more than forty years ago when work was commenced on the first railroad entering St. Louis. It is interesting at this period, and in view of the marvelous achievements of St. Louis railroads, to glance back for a moment at the early efforts to secure railroad connection of any kind for St. Louis. After the Legislature of Missouri had in the year 1849 incorporated a railway company to build a road from St. Louis to Jefferson City, with a view to its being extended out to the Pacific Ocean, local sentiment was inclined to be facetious as well as skeptical.

During the last year or two there have been many prophets who have doubted the possibility of connecting St. Louis and Chicago by means of an electric railroad which would shorten the distance between the two cities so as to bring it down to a three-hours' journey. Forty-four years ago there were as many, if not more, people who were certain that the road then projected across the State would never be built.

#### A FORECAST IN 1849.

While people were discussing the impossibility of the project, Mr. Thomas Allen called a meeting of the incorporators at the St. Louis insurance rooms and delivered an address which forms "mighty interesting reading" at this time. Mr. Allen asked his hearers to imagine that the road had been constructed and opened for traffic. "Let us enter," he said, "the depot or station-house, which is the largest house in the city. Here we see boxes of merchandise of all sizes, and various articles of household and family utensils, hogsheads of sugar, sacks of coffee and of salt, barrels of molasses and of whisky, kits of mackerel, boxes of raisins, bundles of paper, wagons in pieces and small carriages, kegs of nails, bars of iron, boxes of Indian goods, of shoes, hats, tar and turpentine, marked for the towns in the interior, and some for Deseret, all of which the men are at work placing in the freight train. There is none of that disorder and flurry which exists upon the levee, but all is neatness and order.

"But the bell is ringing. We will take our



ticket and step aboard the passenger train with fifty or sixty other passengers who are destined for various points along the line of the road. Off we go, with the speed of twenty-five miles an hour. We have not gone five miles when the pace of the train is slackened and we observe one or two gentlemen jumping off at the suburban residences. A few miles further is a platform and a turn-out. Here several are waiting to get off to go to their dwellings. Here also we observe a string of open cars laden with coal. We pass on, scarcely having time to observe the fine residences which city gentlemen have constructed all along each side of the road, but we stop every few moments to let off a passenger or two and take on as many more, so that our number is kept about the same. Here we pass a train loaded with wood, with a few cars of baled hay attached. The country on either side seems to be full of busy men and every farm occupied. Directly we reach a water station, where we observe immense piles of cord-wood, and many men engaged in hauling and cording. Here also is a small refreshment house, and here again we leave and take on a few passengers.

"We come in sight of the Missouri, and catch a glimpse, as we pass, of a steamboat, with a small freight and a few passengers, puffing away and hard on a sand-bar. Soon we meet a freight train loaded with pigs of lead and copper and iron from Franklin county. In about two hours from St. Louis, we are at the Union Station, where we discharge a few passengers and observe large piles of metal pigs. Though stopping now and then to leave or take on a passenger, or to supply the engine with water, we are soon in Gasconade county. We pass cars laden with cannel coal, and we discharge at Hermann Station a number of Germans and their baggage, and we observe some cars receiving freight, some of it apparently pianos, and quite a number of pipes one would suppose to be wine—all the manufacture of Hermann. We are come, however, to the crossing of the Gasconade, which is a grand bridge of solid masonry of great strength and durability. Here

is quite an important station, and we notice a number of new buildings going up on lots sold by the railway company; immense quantities of yellow pine piled up, and a number of cars attached to an engine ready to start to St. Louis with a heavy load of lumber.

"We cross the Lamine, stop at the Saline Station, and we are struck with the fine appearance of the country as we pass on and observe numerous excellent farms. We leave a few passengers at Lexington Station, a few miles south of that place, and reach our station not far from the Kansas river (Kaw river) about tea-time, having been about ten hours from St. Louis. Here our remaining passengers, to the number of about twenty or thirty, dispose themselves for the night at a good hotel, intending in the morning to be off for Independence, Liberty, Westport and St. Joseph, and other places up the river. The hotel is quite full of passengers, there being as many to go down as up, and in the station-house is a freight train ready to start. It was remarked that there was not less than a thousand tons of freight that day on this road. Now, although this be an imaginary trip, who can doubt, who knows anything of railroads, that the picture would be fully if not more than realized upon the opening of such a road? Can we do any better than to take the 2,000 shares required preliminary to the permanent organization? I am strong in the belief that if the road had been built but fifty miles, or if built to Jefferson City, it would pay."

#### **A GLORIOUS REALIZATION.**

When Mr. Allen concluded this address he locked the door, and, turning to those present, remarked that it was a time for acting and not speaking, adding a hope that the 2,000 shares of stock required would be subscribed for before the door was unlocked. One hundred thousand dollars in stock was required, for which Messrs. James H. Lucas, John O'Fallon and Daniel Page subscribed, and thus was laid the foundation-stone for a railroad which in itself has become a source of untold worth to St. Louis, and of a railroad system generally, which, as has been shown above, is equal or superior to that

of any other city in the world. The St. Louis Traffic Commission, of which Mr. C. N. Osgood is executive officer, with the title of Commissioner, has enabled full benefit to be derived from the great railroad mileage of the city, and it is largely from the reports of Mr. Osgood that the data concerning these railroads centering in the city are taken. These railroads are:

ATCHISON, TOPEKA & SANTA FE.  
BALTIMORE & OHIO.  
CHICAGO & ALTON.  
CHICAGO, BURLINGTON & QUINCY.  
CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS ("The Big Four").  
ILLINOIS CENTRAL (via the Vandalia and Cairo Short Lines).  
JACKSONVILLE SOUTHEASTERN.  
LOUISVILLE & NASHVILLE.  
LOUISVILLE, EVANSVILLE & ST. LOUIS ("Air Line").  
MISSOURI, KANSAS & TEXAS.  
MISSOURI PACIFIC.  
MOBILE & OHIO.  
OHIO & MISSISSIPPI.  
ST. LOUIS & HANNIBAL.  
ST. LOUIS & SAN FRANCISCO ("Frisco Line").  
ST. LOUIS, ALTON & TERRE HAUTE ("Cairo Short Line").  
ST. LOUIS, CHICAGO & ST. PAUL ("Bluff Line").  
ST. LOUIS, IRON MOUNTAIN & SOUTHERN ("Iron Mountain").  
ST. LOUIS, KANSAS CITY & COLORADO.  
ST. LOUIS, KEOKUK & NORTHWESTERN ("Burlington Route").  
ST. LOUIS SOUTHWESTERN ("Cotton Belt").  
ST. LOUIS, VANDALIA & TERRE HAUTE ("Vandalia Line").  
TOLEDO, ST. LOUIS & KANSAS CITY ("Clover Leaf").  
WABASH.

These are exclusive of the transfer lines connecting St. Louis with the Relay depot on the other side of the Eads bridge. These are:

THE TERMINAL RAILROAD ASSOCIATION.  
THE ST. LOUIS MERCHANTS' BRIDGE TERMINAL.  
THE WIGGIN'S FERRY COMPANY (and associated lines).  
THE MADISON COUNTY FERRY.  
LOUISVILLE, EVANSVILLE & ST. LOUIS R. R. FERRY.  
CARONDELET FERRY.

#### THE ATCHISON-'FRISCO SYSTEM.

In discussing in detail the various railroad connections of St. Louis, they will be dealt with in their alphabetical order, as above; it being left to the reader to discriminate between the importance

of the various systems, and to decide which would be first discussed, were the classification by order of merit. The first on the list is the Atchison, Topeka & Santa Fe, which, by the absorption of the St. Louis & San Francisco road, some three years ago, obtained a direct entrance to the city, and made St. Louis one of the terminal points of the great system which controls over 9,000 miles of railroad, extending to California on the west, Texas and Old Mexico on the south, and the lakes on the north. The amalgamation of the two systems gave St. Louis another route to the Pacific Coast and also to Old Mexico, and, in addition to that, it greatly increased the railroad facilities between St. Louis and Oklahoma. By means of the 'Frisco branch to Sapulpa, St. Louis has railroad facilities without change of cars, to the northeast corner of Oklahoma, while the 'Frisco Southern Kansas line, with the Atchison connection at Arkansas City, affords a direct communication with Guthrie and Oklahoma, the two largest cities in the exceptionally prosperous and thriving Territory, concerning whose marvelous growth figures have been already quoted. The 'Frisco mileage alone covers 1,500 miles, mainly through the States of Missouri, Kansas, Arkansas, Texas and the Indian Territory. It affords rapid and convenient connection between St. Louis and all parts of central and Southwestern Missouri, and it also sends out from St. Louis daily through sleeping cars to the City of Mexico and to California. The quantity of freight shipped into St. Louis by the 'Frisco was 551,000 tons in 1892, as compared with 486,000 in 1891 and 437,000 in 1890. During the same three years the shipments from St. Louis increased from 317,000 tons to 409,000 tons. The immense quantity of raw material, lead and zinc, oil and similar products, accounts for the fact that in four years the shipments into St. Louis increased fully sixty per cent.

#### THE CHICAGO AND ALTON.

The Chicago & Alton Railroad is a line very popular locally. It has only 850 miles of track, but every mile is a good one, and the connections with Chicago and Kansas

City are a source of great profit to St. Louis commerce, as the territory through which the road passes is rich in the extreme and an ever-increasing source of trade. During the last two or three years it has made vast improvements in its train service, and the admirable condition in which its ballasted track is kept is a source of general pride to all connected with the road. It hauls in immense quantities of coal and of grain, stock and fruit products, and it also affords admirable connection with Wisconsin and Michigan and several Eastern States. A great portion of its road has been double-tracked recently, and the road is in a condition of great prosperity. In 1892 it hauled into the city 126,000 tons of freight, as compared with 102,000 tons four years ago. During the same year, 1892, it distributed 103,000 tons of St. Louis merchandise, as compared with 91,000 tons in 1889.

**THE "BURLINGTON  
ROUTE."**

The "Burlington," or the "Q," is becoming more and more a St. Louis road. Its management has of late years been thoroughly impressed with the importance of St. Louis as a shipping point, and the investments that have been made with a view to increasing connections with the city have run into the millions. This route by its own rails affords connection with the best parts of Illinois and Missouri, Iowa, Minnesota, Nebraska, Kansas, South Dakota, Wyoming and Colorado. In addition to this, it reaches by track of its own nearly every important business center between St. Louis and the Rocky mountains and Lake Michigan. Including the St. Louis, Keokuk & Western, the quantity of freight hauled into the city in 1892 was nearly 1,000,000 tons. In its shipments out of St. Louis the total tonnage reached 706,000, an increase from 435,000 four years ago, showing how immensely the distributing business has increased. The management of this road has chafed for years under what it considered its inadequate terminal facilities at St. Louis. Its East St. Louis freight terminal was extensive, but not sufficient to answer its purpose, and at

a heavy outlay a site was secured on this side of the river for a freight house. It has erected and is now operating on this property one of the most convenient freight houses in the world. This has a frontage on Franklin avenue of 140 feet, and the brick building, which is four stories high, runs back 38 feet. The freight shed is 770 feet in length, and there is thus space, under cover, for five tracks, each capable of accommodating twenty cars. In other words, a hundred cars of merchandise can be handled under cover; a most important condition in bad weather, especially with perishable freight. Adjoining, there is accommodation for about 150 cars on team tracks. This road is also connecting itself with St. Louis by means of a road on this side of the river running north, crossing the Missouri river at Alton over bridges, to which reference will be made later. When this new track is opened an immense volume of business will be diverted to and through St. Louis, and the present freight returns will soon be made to look insignificant.

**THE  
"BIG FOUR."** The Cleveland, Cincinnati & Chicago Railway, known both as the "Three C.'s" and the "Big Four," crosses the States of Illinois, Indiana and Ohio. The "Big Four" system has recently acquired control of the Cincinnati, Sandusky & Cleveland R. R., Cincinnati, Wabash & Michigan Ry. and Whitewater R. R. The consolidation of the numerous independent lines of which this system is now composed has been a matter of much benefit to St. Louis, resulting as it has in large improvements in transporting facilities. The effect has been shown in the traffic returns. The road is now hauling into the city more than half a million tons of merchandise every year, and distributing St. Louis products weighing upwards of 300,000 tons per annum. It hauls into the city every year about 5,000,000 bushels of coal, and in many other ways contributes towards the city's prosperity and growth.

The Jacksonville Southeastern Railroad (the "J. S. E.") is a smaller line, which, however,



is quite important to the city. Its career has not been an entirely fortunate one, and during the current year a receiver was appointed to protect certain interests. This was not in consequence of any lack of patronage, as its freight shipments increased over 100,000 tons in 1892. The road is entitled to the thanks of the city for the early enterprise it displayed in establishing terminals on this side of the river, and in the early future the road will acquire a prosperity to which it is at present a stranger.

**THE LOUISVILLE  
AND  
NASHVILLE.**

The Louisville & Nashville Railroad is of far greater importance than its name would indicate. It connects St. Louis with the Southern and South-eastern sections, and it operates considerably more than three thousand miles of track in the very best regions of the New South. In addition to very valuable connections in Illinois and Indiana, the L. & N. connects with all the leading centers of Kentucky, Tennessee and Alabama, and also runs into the States of Florida, Mississippi, Louisiana and Virginia. In addition to its St. Louis terminus it has termini at Memphis, Mobile, Pensacola, New Orleans and other points; and among the commercial centers of the South through which it runs are Nashville and Birmingham. From St. Louis the L. & N. runs through the exceptionally fertile region of Southern Illinois and Indiana, crossing the Ohio river at Henderson, Kentucky, the Cumberland river at Clarksville, and reaching the Mississippi again at Memphis. At Nashville the main line from St. Louis connects with the Louisville and Cincinnati line and runs on to Birmingham, Montgomery, Mobile, New Orleans and Pensacola. The new work of the L. & N., in the way of railroad building, has been mainly in Southwest Kentucky, Tennessee and Virginia during the last few years. The road is a most valuable one for the exportation of St. Louis products to the Spanish-American countries, and it is a great favorite with exporters. Last year it shipped from St. Louis nearly 269,000 tons of freight as compared with 207,000 tons the preceding year, and it also brought

into the city 556,000 tons, an increase of nearly 200,000 tons in two years. It is also interesting to note that it hauled into the city about 7,000,000 bushels of coal in 1892 as compared with about 4,000,000 in 1890. The L. & N. is another of the roads which has appreciated the necessity of terminal facilities on the west side of the Mississippi river. Having acquired a block of property bounded by Broadway, Cass avenue, Dickson and Collins streets, it proceeded, toward the end of the year 1891, to construct a two-story freight house measuring 568x50 feet. The first floor has forty-two doors available for the receipt and delivery of team freight, and the adjoining team tracks afford every facility for business. The second story runs the entire length of the structure and is designed for the warehousing of freight.

**THE "AIR LINE" AND  
THE M. K. & T.**

The "Air Line," as the Louisville, Evansville & St. Louis Consolidated Railway Company is generally called, connects St. Louis with Louisville, running through a very important and prosperous section of Southern Illinois and Indiana. It has hauled into St. Louis an immense quantity of merchandise and raw material, the tonnage having grown from 260,000 in 1889 to 466,000 in 1892. It has done less work in way of distribution of manufactured product. In 1889 it distributed less than 10,000 tons of St. Louis-manufactured goods. Since then the export business has increased ten-fold, but it has not yet acquired very large proportions. During 1892 it hauled into the city nearly 10,000,000 bushels of coal.

The Missouri, Kansas & Texas Railway is of greater interest to St. Louis on account of future prospects than actual developments. Within a comparatively short space of time the track connecting this system to St. Louis will be completed, bringing the enormous mileage of this system more directly within reach of the city's manufactures and staples. The principal offices of the company are already situated in St. Louis, a recognition of the fact that the States of Missouri, Kansas and Texas, from which the road takes its name, and from which it runs, are dis-

tinctly St. Louis territory. The greatest mileage of this road is in Texas, where it exceeds 800 miles. It has also 375 miles in Kansas, 300 miles in Missouri, and 240 miles in the Indian Territory. The completion of the track to St. Louis with independent terminals will make this the terminal city of a road which cannot fail in the early future to play an immense part in the destinies of St. Louis commerce.

#### **THE BALTIMORE AND OHIO.**

The Baltimore & Ohio Railroad, which includes the Ohio & Mississippi, has become more distinctly a St. Louis road during the present year by the removal here of the offices of the company which were formerly situated at Cincinnati. In November, 1893, the offices were finally removed to the Rialto building, where the general passenger and general freight agents and managers took up their headquarters. The change was another admission on the part of experts of the standing of St. Louis as a railroad center, and the influence will be great on the policy of the road. The Baltimore & Ohio Southwestern Railroad by its absorption of the Ohio & Mississippi has a mileage of 930 miles, extending from St. Louis to Parkersburgh, West Virginia. The old Ohio & Mississippi proper extends from St. Louis to Cincinnati, a distance of 340 miles, with several branches which connect the city with various Illinois, Indiana and Kentucky points. The consolidation gives St. Louis another direct route to the Atlantic sea-board, and will result at an early date in greatly increased railroad facilities between this city and New York. It is too early to estimate what the influence will be on the shipping returns. The Ohio & Mississippi hauled in nearly 700,000 tons of freight in 1892, including 12,680,000 bushels of coal. It took from the city nearly 170,000 tons of merchandise as compared with 130,000 tons in 1890.

#### **THE MISSOURI PACIFIC SYSTEM.**

It cannot be said too frequently that the history of the Missouri Pacific Railway is the history of the development of modern St. Louis. This chapter, dealing as it does with the present rather

than with the past, is not the place to trace that history in all its details. We have seen how Mayor Darby lent impetus and weight to the railroad agitation nearly sixty years ago, and how Mr. Thomas Allen in 1849 drew an imaginary picture of the road then contemplated, which he believed would pay as a line connecting St. Louis and Jefferson City. In June, 1853, the first section of the railroad, extending to Franklin, was opened, and in 1855 Jefferson City was reached.

How insignificant do these little details seem compared with the events of to-day, when the Missouri Pacific and its connections intersect the best sections of the St. Louis territory! The Iron Mountain road was chartered somewhat later, and in 1858 the road was opened as far as Pilot Knob. In 1872 the road reached the Arkansas boundary, and since then its extensions have been numerous. A glance at the map now shows that the Missouri Pacific owned, leased and operated lines connect a greater portion of the State of Missouri with St. Louis, bring a still larger portion of Kansas in touch with the city, and also provide excellent facilities for Nebraska, Colorado, Arkansas, Louisiana and other States. St. Louis is the great terminus of this mighty system, and the work it does is best shown by the following figures, which have been extracted from the annual reports of recent years:

In 1885 the roads in this system hauled into St. Louis about 1,300,000 tons out of a total of 7,497,093 tons by all roads. In 1889 it brought in rather more than 1,800,000 tons; in 1892 the total tonnage by the Missouri Pacific system exceeded 2,250,000 tons, or more than twenty per cent of the entire receipts from all sources. Last year again it distributed no less than 1,266,000 tons of St. Louis merchandise throughout the St. Louis territory, this being again about twenty per cent of the total. With these figures before him the reader will not think Traffic Commissioner Osgood's eulogy of this road overdrawn. "This great system," he said, in his annual report for the year 1891, "yearly becomes more and more a factor in the commercial



progress of this city. It has ever been among the first to extend its lines into new territory, thus constantly opening up to the commerce of St. Louis, the pivotal point of the entire system, and, therefore, the point with which its vast interests are chiefly identified, new fields of agriculture, mining, timber and stock-raising, bringing the rich products of the entire West and Southwest directly under contribution to her trade. The significance of the situation can be in a measure appreciated when it is stated that its lines traverse 5,300 miles of productive territory. It will be better understood when it is seen that by its rails St. Louis is given direct connection with the commercial centers and rich farms of Missouri; the broad corn and wheat fields and prosperous communities of Kansas; the fertile river valleys and trade centers of the richest districts of Nebraska; the mineral regions and chief cities of Colorado; the agricultural, fruit, mineral and timber lands of Arkansas; the rapidly increasing populations of the productive Indian Territory (which at no far distant day is to become equal in prosperity with any of the States on its borders); the sugar plantations of Louisiana, and the cotton and grain fields and vast cattle ranges of Texas. Through its connections it reaches to every other principal part of the West and Southwest, including the Pacific slope and Mexico. Its through passenger service to all these districts is adjusted with special reference to the requirements of the St. Louis traveler; and as this is the gateway to the entire system, St. Louis becomes the point upon which the travel from the East destined to these districts naturally converges. During the year 1891 over 200 miles of new road were constructed and added to the system, perhaps the most important portion being the Houston, Central Arkansas and Northern line, which will be in operation to Alexandria, Louisiana, its junction with the Texas and Pacific Railway, as soon as the magnificent bridge by means of which it will cross the Red river at that point is completed. This will give St. Louis immediate direct connection with New Orleans and the Gulf. St. Louis is the headquarters for the official staff

of the company, and is the point from which all its operations are directed."

### THREE VALUABLE SOUTHERN ROADS.

The Mobile & Ohio Railway is an important trunk line connecting St. Louis with the South. It runs through the States of Illinois, Kentucky, Tennessee, Mississippi and Alabama, having its southern terminus at the port of Mobile, 644 miles from St. Louis. Its trains haul into St. Louis immense quantities of cotton, lumber, vegetables and fruit, in addition to about 4,000,000 bushels of coal every year. It has freight headquarters in St. Louis, in a building erected and owned by it for the purpose. The very best sections of what is now called the New South are traversed by the Mobile & Ohio and its branches, and its influence on the commerce of the city is marked. It brings in nearly 700,000 tons of merchandise every year, and takes away immense quantities of manufactured goods. A very large percentage of the Spanish-American trade is transacted over this road. From its southern terminus there are regular steamship lines to Tampa, Key West, Havana, Tampico, and other points, in addition to a steamship service to both New York and European ports.

The "Cairo Short Line," or, more properly, the St. Louis, Alton & Terre Haute Railway, operates nearly 250 miles of road through a territory which is tributary to St. Louis in every respect. It crosses the Southern Illinois coal fields, and hauls in 12,000,000 or 13,000,000 bushels of coal every year. It connects with the Illinois Central, and gives a direct route between St. Louis and Memphis and the most important points in the Southern Mississippi Valley. During the last two or three years it has inaugurated a number of improvements, which have shortened the distance between St. Louis and a large number of important points. The company also operates a line between St. Louis and Paducah, Kentucky, connecting with diverging lines, also with boats on the Ohio, Tennessee and Cumberland rivers. The recent completion of the Paducah, Tennessee & Alabama R. R., built by St. Louis capitalists, from Paducah to



Hollow Rock, Tennessee, has opened up a new territory to this market, and through a connection with the N., C. & St. L. Ry. at Hollow Rock, Tennessee, has formed a new short route to the Southeast. The policy of the management of this line is liberal, and it has at all times been found to be alive to the interests of the trade and commerce of St. Louis. The headquarters of the company are located here, and the local facilities have been largely improved by the erection of a new freight warehouse, and otherwise.

The St. Louis Southwestern Railway, formerly known as the St. Louis, Arkansas & Texas, but almost invariably described as the "Cotton Belt," is a St. Louis line, with its headquarters in this city, where its principal officers reside. The 1,200 miles of its track are of immense value to St. Louis, for they bring within easy access of the city a large number of important towns and a vast area of territory tributary in every respect to St. Louis. The mileage of the main system is 580 in Missouri and Arkansas, 40 in Louisiana, and 640 in Texas. But by the number of its important connections its importance to St. Louis is largely enhanced. Its own rails reach a group of the most popular and progressive cities of the Southwest, viz.: Little Rock, Pine Bluff and Camden, Arkansas; Texarkana; Shreveport, Louisiana; Fort Worth, Waco, Tyler, Corsicana, Greenville and Sherman, Texas. Lumber, cotton and live stock are the items of freight it contributes most largely to the St. Louis market, in addition to all the other products of agricultural sections it traverses.

**TO THE ATLANTIC  
AND  
THE LAKES.**

The Vandalia, or the Terre Haute & Indianapolis Railroad, is another of the very extensive systems connecting St. Louis with the eastern roads. Running between St. Louis and Indianapolis, it there connects with the great Pennsylvania system. It has also connections between St. Joseph, Michigan, and Terre Haute, Indiana, and thus becomes valuable to St. Louis commerce in a variety of ways. This road also handles

St. Louis freight destined for the Erie system, and its business has become so great of late years that during 1891 and 1892 it found it necessary to build and open a large freight depot on this side of the river between O'Fallon street and Cass avenue. The Vandalia hauls into St. Louis every year 11,000,000 or 12,000,000 bushels of coal, and its general freight business is also very large.

The Toledo, St. Louis & Kansas City Railway, known as the "Clover Leaf," forms an important factor in the St. Louis railroad system. It runs a distance of 450 miles to Toledo, Ohio, also operating over 250 miles of water lines between Toledo and Buffalo. This road connects St. Louis directly with Buffalo, Toledo, Belfast, Decatur, Marian, Kokomo, Frankfort, and many other important towns, besides passing through a very large area in which commerce and manufacture are both well represented. Since the gauge of this road has been changed from narrow to standard, its importance has largely increased, and it has improved its St. Louis connection by constructing a very useful freight depot on the west side of the river between Broadway and Second street, at the intersection of Brooklyn. A great increase in business has resulted from this enterprise, and the popularity of the road in St. Louis is very great.

**THE WABASH  
SYSTEM.**

The last of the St. Louis roads which will be mentioned specifically is the Wabash, which connects St. Louis with twenty-one cities, each of a population more than 10,000, and a total population of 2,500,000. The Wabash Eastern and the Wabash Western, which are now combined under one management, have 731 miles in Illinois, 500 in Missouri, nearly 400 in Indiana, 125 in Iowa, 105 in Ohio, and 80 in Michigan, figures which show very plainly the immense value of the system to St. Louis. Every day it starts through sleeping cars from the Mississippi to the principal cities on the Atlantic sea-board and Canada; to the principal cities on the shores of the northern lakes; to Chicago, St. Paul, Minne-

apolis, Des Moines, and Denver, to say nothing of the hundreds of intervening points. The through freight service is unique in its completeness; so much so that its cars bring into the city every year nearly 1,000,000 tons of freight, distributing more than 500,000 tons of merchandise. It brings from the Illinois coal fields over 7,000,000 bushels of coal yearly, and the returns from all sources are continually increasing. This is strictly a St. Louis road, with headquarters in the city. It has within the last two or three years greatly increased its freight terminal facilities on this side of the river. The old switching yard on North Market street has been changed into a large loading and unloading yard, and an outside yard, with a capacity of a thousand cars, has been established just east of Bellefontaine cemetery. This road has excellent terminal facilities and entrances to the city, and thus is able to haul unlimited quantities of merchandise without difficulty.

#### **THE EADS BRIDGE AND TERMINALS.**

One of the most significant tributes paid to New St. Louis since it emerged from comparative dullness, has been in the increased terminal facilities provided by the railroads centering in the city and by the large increase in the number of roads having freight depots on this side of the river. As far as possible controversial subjects are avoided in this work, but it is impossible to overlook the fact that the bridge and terminal monopoly which prevailed for ten or fifteen years was prejudicial to the city's commercial growth. It seems ungenerous to state this in plain words and without an explanation, for it is obvious that, although this monopoly retarded progress and enterprise, the facilities provided by the Eads bridge have been worth, and are still worth, countless millions to the city. This bridge is one of the great things familiarity with which has bred, if not contempt, at least neglect of appreciation. Its construction was a work of enterprise of the most noble character, and the bridge itself is one of the finest in the world. The bridge was built on solid rock, and it is an invulnerable fortress,

capable of bearing almost any weight and withstanding the force of any flood. It consists of three graceful arches of steel, each 520 feet in length. Huge piles of masonry rest on solid rock, and the piers are between 91 and 127 feet below high-water mark. The masonry in this bridge measured 69,000 cubic yards; the iron used weighed 6,300,000 pounds, and the steel arches came within two-thirds of that weight. The bridge is two-stories high, the first story being used by railroads, and the upper story forming a splendid highway for vehicles between St. Louis and East St. Louis, and the States of Missouri and Illinois. Something not contemplated by the designers has lately been added, and an electric road now affords additional facilities of communication between St. Louis and its thriving suburb on the east side of the river. The bridge is 2,225 feet long between its abutments, and its clearance above the St. Louis directrix is 55 feet. It took seven years to construct and was finally finished in 1874. In the same year the tunnel was constructed connecting the eastern approach at the foot of Washington avenue with the Mill Creek Valley, and a union passenger depot was established.

We have said that much as the management of this bridge has been criticised from time to time, the value of the bridge to the city's commerce has been enormous. The unfortunate feature was the terminating of the roads from the East on the east side of the river. Freight from the East was billed for years to East St. Louis and brought over the river by the company owning the bridge and terminal facilities. In addition to the sentimental objection to a city of the first class being ignored in bills of lading and receiving from the East second-hand through a comparatively small city, the commerce of the city was handicapped by the additional charges, and as New St. Louis gained strength and form the clamor for additional bridge facilities to destroy the monopoly became very strong. In 1886 the Merchants' Exchange, which had been giving the matter attention for years, brought the agitation to a focus, and a committee was formed, consisting of Messrs. S. W. Cobb, C. C.



Rainwater, John R. Holmes, John Whittaker, D. R. Francis, John D. Perry and John M. Gilkeson. This committee succeeded in obtaining a charter from Congress, which was approved by President Cleveland in February, 1887. In June of the same year the necessary franchise for terminals was obtained from the city of St. Louis, and general rejoicing at the certainty of early emancipation from the difficulties complained of were the result. On April 24, 1886, Messrs. S. W. Cobb, John R. Holmes, John M. Gilkeson and C. C. Rainwater filed the necessary application with the Secretary of State for the incorporation of St. Louis Merchants' Bridge Company, and on April 26th the company's subscription books were opened.

#### THE SECOND BRIDGE

##### ACROSS

##### THE MISSISSIPPI.

The act of Congress already referred to authorized the construction of the bridge provided that no bridge should be constructed across the Mississippi river within two miles above or below the Eads bridge, and as the result of this restriction, which in many ways has proved advantageous to the city, the new bridge was planned in the northern manufacturing section. A bridge without terminals would be of little value, and hence the application to the municipal authorities for franchise for terminal tracks; the rights were freely given, and have since been extended, with a result that the company has been able to complete the system of very admirable terminals. The St. Louis Merchants' Bridge Terminal Railway Company was formally established in August, 1887. The length of the railroad was specified in the charter as fourteen miles, and the life of the corporation was fixed at fifty years. Work was commenced on the bridge early in 1889, and was completed the same year, the bridge being opened for traffic in 1890. It is a handsome light structure of immense strength. The piers rest on hard limestone rock which was leveled for the purpose and thoroughly cleaned of all new shale, clay and sand. The caissons were solidly packed with concrete, and limestone from Bedford, Indiana, was used to within three feet of the low-water line; above

this level to the high-water line Missouri granite is used, and above this, Bedford limestone. The dimension stone was laid in Portland cement mortar, and the backing in Louisville cement. In order to make a less abrupt break in the grade between the level grade of the bridge and that of the approaches, the two river piers were raised so that the clear height in the center of the central span is fifty-two feet above high water, instead of fifty feet as required by the act of Congress, and the height at the end of the shore spans is about four inches less. This gives a much better bridge from a navigation standpoint than the law contemplated.

On the west end of the bridge the approach crosses Ferry street twice. The crossing nearest the bridge is made by a viaduct resting on cylinder piers; the crossing furthest from the bridge is a deck span 125 feet long resting on masonry piers. There is one other street overhead crossing which is made by masonry abutments and steel girders. The intermediate space between the structures are either solid earthwork or a substantial timber trestle. On the east end of the bridge, between the 425-foot length of permanent structure and the overhead crossing at the Chicago & Alton, Bee Line and Wabash railroads, and east of this last named structure to the earth embankment, the intermediate spaces are filled with a wooden trestle. The bridge at the crossing of these three railroads is made by two masonry abutments on which rest a 175-foot span and a 40-foot steel girder. The entire bridge and approaches is built for double track. The style of the three spans of the main bridge is a double intersection pin-connected truss with horizontal bottom-chord and a curved top-chord. The entire structure is of steel, except pedestals and ornamental parts, which are of cast-iron, and nuts, swivels and clevises, which are of wrought iron. The steel was required to stand an ultimate tensile strain in the sample bar from 63,000 to 70,000 pounds per square inch, with an elastic limit of not less than 38,000 pounds. Finished bars, selected by the engineer, were subjected to a breaking test, the requirement



being an elongation of ten per cent before breaking. The structures are so proportioned that under all possible conditions the material cannot be subjected to injurious strain.

**THE MERCHANTS' BRIDGE TERMINALS.** At the end of the east approach there are three connecting lines, one to the north, connecting with the three railroads above mentioned; and one to the east, on the line of the east approach extended, connecting with the Toledo, St. Louis & Kansas City Railroad; one to the south, connecting with the Venice & Carondelet Belt Railway and the East St. Louis & Carondelet Railway, through which belt railroads connection is made with the Vandalia, the Ohio & Mississippi, Louisville & Nashville, and all other roads which reach St. Louis.

The west approach connects with the Wabash Railroad, and also with the lines of the St. Louis Transfer Company. The system also has a connection with the Chicago & Burlington Railroad on both sides of the river, and is connected with the St. Louis & San Francisco and other railroads. By franchises more recently obtained, it has acquired the right to construct a belt line circling the city, and crossing every road entering it from the west. A great deal of work has already been done on this road, and the improvement in shipping facilities is marked. The Merchants' bridge is connected with the Mill Creek Valley tracks and the Union depot by means of an elevated structure along the river front and across the intervening city blocks. By means of this connection, it is probable that in the early future an overhead route will be established between the river and the Union depot for all passenger trains. This probability has been increased during the last year by the establishment of a *modus vivendi* between the two bridge and terminal companies. While the Merchants' Bridge and Terminal Company was increasing the city's terminal facilities, the older corporation also showed great enterprise, immensely increasing the mileage of its tracks and the extent of its accommodations. During the year 1893 it was found

that unnecessary expense was being incurred in duplicate systems of terminals, and an agreement was arrived at whereby the competition between the two systems was terminated. It must be left to future historians to decide whether this step was an unmingled blessing to the city or not. It is an event of too recent occurrence to be dispassionately considered at this time of writing. Opponents of the amalgamation condemn it as the re-establishment of a monopoly which it took seven or eight years of work to overcome, and to this feeling may be attributed a revival in the fall and winter of 1893 of the project to construct a third bridge across the Mississippi at St. Louis. A charter was obtained for a bridge in Carondelet several years ago, and soundings which have been made within the last few weeks indicate that the project has not been entirely abandoned.

The amalgamation or absorption, whichever may be the correct legal term, is defended by the parties most interested and also by a large section of the business community, on the ground that the combined system of terminals with two bridges, will afford facilities for the rapid handling of merchandise unequalled in the past. The influence of the Merchants' bridge, and of the agitation against the billing of freight to East St. Louis from the East, has been seen in the immense number of freight depots on this side of the river, which have been constructed during the last three years. These depots will continue to play an important part in the railroad business of the city, in spite of the removal of competition between the two bridges. It takes more than a few months to change customs in force for years, and the freight depots on the west side are only just beginning to be appreciated at their full worth. Another argument, strongly in favor of the amalgamation which has just been effected, has relation to passenger traffic. The immense number of passenger trains between St. Louis and eastern points has caused the capacity of the tunnel to be overtaxed, and for other reasons an overhead route to the new Union depot would be hailed with general satisfaction. According to the theories

of well-informed railroad men, a large proportion of the passenger traffic would be diverted to the Merchants' bridge and would proceed from its western approach, either by means of the elevated railroad already referred to, or by the belt road, which would take the trains in a westerly direction, and bring them into the Union depot from the west. This latter route would necessarily increase the distance somewhat, but it would take passengers through the residence portions of the city, and make little difference in the time occupied by the journey.

#### **TWO NEW BRIDGES**

*IN 1894.*

The railroad and bridge facilities of the city will be largely strengthened by

the new bridges in course of construction across the Mississippi and Missouri rivers a few miles north of St. Louis. One of these is known as the Bellefontaine bridge, and crosses the Missouri river three and a half miles from the Mississippi. The bridge, which is rapidly approaching completion, is a splendid structure, about 1,780 feet in length. It is supported by five piers, and will be a bridge of exceptional strength. The other bridge is at Alton, over the Mississippi river. It is also being rapidly pushed forward to completion, and will be used as a means of securing a northern inlet to the city for the "Burlington" and other roads. The influence of these bridges on the railroad system of the city and its eastern and northern connections will be enormous, and already it is being felt in a variety of ways. At Alton, they have enlivened the real estate market and encouraged the laying out of additions. That there will be many more is a certain fact. The "Burlington" is famous for fostering its suburban traffic and, out of Chicago especially, gives particular attention to it. The plan of building up such business is to be adhered to here, and it is easy to prophesy that within two or three years we shall see the entire line of the road between St. Louis and Alton built up with lovely suburban homes. Many have already taken advantage of the prospect in view and bought large tracts of land with the ultimate purpose of making suburban tracts of them,

while some others have built upon the wayside, hoping to reap their reward after many years. It has been announced that the "Big Four," the Chicago & Alton and the "Burlington" systems will use the Alton and Bellefontaine bridges. There are others also who have come into the fold since, and have contracted, or will contract, to use them. Besides the M. K. & E. and the M. K. & T. systems, together with the St. Louis, Keokuk & Northwestern on the south, there is also the St. Louis & San Francisco to use it for east and west-bound freights, and it is surmised that another one will before long make a contract with the owners of the two bridges. From the north and east, in addition to those already named, there are the Jacksonville Southeastern, which will probably come into Alton direct by the "Bluff Line;" the "Santa Fe," which will come by the same route; possibly the Illinois Central also, via the "Bluff Line;" while the Wabash will build to the Belt Line, via Edwardsville crossing, and connect with the bridges; and it is quite likely that the Pennsylvania will build from Highland or Greenville, which lie directly east of Alton, and use the bridges as the rest will. In any event, it is certain that they will have plenty of traffic and be a most important factor in the commerce of St. Louis, as well as of Alton.

The two bridges, it is understood, are to be free, except a yearly rental charged roads not interested in the building of them, and rates may be made independent of the Eads, Merchants' or any other method of crossing the Mississippi. At Lamothe Place there is to be an important transfer station with plenty of side-tracks, where the transfers of east and west-bound freight cars will be made and new trains be made up, as also at East Alton. All in all, the new bridges, when completed, will be the most important accessions to the business of St. Louis since the building of the Eads and the Merchants' bridges. They will involve a saving of fifty miles and a week of transfer, opening up a new suburban territory and offering many other advantages too numerous to mention here, but which will develop as time

moves on and the bridges and their connections are built and put into operation.

The work of building these bridges, as a total, far surpasses the entire labor of building the Eads bridge, and, with their connections and terminals, it forms one of the most majestic conceptions of modern times. Two bridges not more than four miles apart, the distance from Alton to St. Louis reduced to sixteen miles, many miles of railroad through what was considered an impassable country, subject as it is to annual overflows, all concentrating at one point for the general good and direct benefit of themselves and St. Louis, is a result which five years ago was laughed at, and even sneered at, by many of the most well-informed people.

**THE LARGEST PASSENGER  
DEPOT  
IN THE WORLD.**

It will thus be seen that the railroad facilities of St. Louis are at the present time magnificent, and that in the immediate future they will become even more distinctly superior to those of any other city. It is therefore strictly in order that New St. Louis should have a Union depot better and more gigantic than can be found elsewhere, and this it is to have. Simultaneously with the publishing of this work there will be opened the finest depot in the world, and its builders have decided to adopt the European and eastern appellation and call it the "St. Louis Union Station." Nothing but never-ceasing care has enabled the enormous passenger traffic for the last few years to be carried on at all, let alone safely and promptly, at the old Union depot on Twelfth street, and ten years ago a new depot was determined upon. In 1886 the movement took definite shape in the formation of the Union Depot Company by the Missouri Pacific, the Cleveland, Cincinnati & St. Louis, the Iron Mountain & Southern, the Louisville & Nashville, the Ohio & Mississippi and the Wabash. It was not designed that the promoting companies should use the new structure and tracks exclusively, but upon them fell the responsibility of the great task. Jay Gould took a personal interest in the proposition, and many discussions as to the form to be adopted

took place. The platforms of the old depot run east and west, and the through system is used; the platforms of the new station run north and south, and it is designed on the terminal and "pocket" plan. The step was not taken without mature deliberation, and that the wiser counsels prevailed is generally admitted. Mr. William Taussig, the president of the company, and Mr. Theo. C. Link, the architect, will ever be spoken of with pride by St. Louisans for designing and giving to St. Louis *the largest Union Railroad Station in the world.*

There is no exaggeration in this expression. The St. Pancras Station in London is generally spoken of as an exceptionally large depot, but is less than half the size of the new station at St. Louis, which also covers more ground than the two magnificent depots of the Pennsylvania road at Jersey City and Philadelphia put together. Ranked in order of area the seven great representative depots of the world are:

		Total Area in Square Feet.	Approximate No. of Acres.
New Union Station, St. Louis	606 by 700 feet	424,200	10*
Union Depot, Frankfurt, Germany	552 by 600 feet	331,200	8
Reading Railroad Station, Philadelphia	360 by 800 feet	288,000	7
Pennsylvania Railroad Sta- tion, Philadelphia	306 by 647 feet	197,982	4½
St. Pancras Station, London	240 by 700 feet	168,000	4
Pennsylvania Railroad Sta- tion, Jersey City	256 by 653 feet	167,168	4
Grand Central Station, New York City	200 by 750 feet	150,000	3½

The depot and sheds together cover six city blocks, bounded on the north by Market street, on the south by the Mill Creek Valley tracks, on the east by Eighteenth street, and on the west by Twentieth street. The total area covered is equal to ten acres, and 200,000 men could stand under its roof at one time. No less than 12,000,000 pounds of steel, 2,500,000 feet of lumber, 5,000,000 bricks, 3,000,000 nails, 100,000 cubic feet of stone, 200,000 roofing tile and 50,000 square yards of plastering have been

\*Including sheds, buildings, &c., the area covered is really about twelve acres.



used in the work, and the total cost of the structure, including the purchase of the site, exceeds \$4,000,000. A detailed description of a building of this magnitude is well-nigh impossible, but some of the most striking features must be recorded. At Eighteenth street there is an entrance-way and stair-case fifty feet wide, but the main entrances are on Market street, where carriages can drive in through a semi-circular drive-way to the approach to the grand stair-case. The basement of the depot is on a level with the tracks under the train-shed, and the first floor is a little above the Market street level.

Passengers to the city cannot fail to be impressed with the grand waiting-rooms through which they will pass. The general waiting-room has a floor area of 10,000 square feet, and is of exceptional altitude. The decorations, both of the walls and the ceiling, are appropriate and costly, and in the center there is to be a Bureau of Information, at which questions of all character will be answered. The grand waiting-room, on the first floor above, has an area of 12,000 square feet, and is sixty feet high. The decorations of this room are magnificent, and no less than 3,000 incandescent lights will be used for its illumination. The ladies' parlors, which are now practically completed, are also models of excellence; and the general offices, railroad, telegraphic and otherwise, are of the most perfect character. When the Municipal Assembly granted the necessary authority for closing the streets running through the ten-acre tract now covered by the depot, it was stipulated that the main building should cost not less than \$800,000. The actual cost of this portion of the work has not been made public, but it is so far in excess of the minimum named in the franchise, that those who took the precaution to put in the figures feel now that their ideas of the work proposed were extremely conservative.

#### **PLAN OF THE UNION STATION SHED.**

The train-shed is more remarkable than the building itself. It

is 606 feet wide, nearly 700 feet long, and 100 feet high. The roof of the shed forms an arch

of 600 feet radius, the height varying from 30 feet at the sides to the 100 feet already mentioned in the center. The roof is supported by forty-four outer columns, forty-four intermediate columns and twenty-four middle columns of great strength. The roof is almost entirely of glass, of which there are used altogether 120,000 square feet in the work, all of St. Louis manufacture. An extension to the train-shed calls for 42,000 square feet of space, and will give the depot facilities for handling an unlimited amount of traffic expeditiously and safely. The number of tracks provided for in this shed is thirty-two, twice as many as are to be found in the Pennsylvania depot at Philadelphia, and nearly twice as many as in the large depot at Frankfurt, Germany. Between the tracks will be hardwood platforms, twelve feet in the clear. As already mentioned, the tracks run into the depot from south to north, and the platforms parallel the tracks, bounded at the southern end by fences and gates. Along the Eighteenth street side there is also a fifty-foot platform for the exclusive use of promenaders, who will not be allowed to go on the platforms.

Seventy feet from the rear depot wall a baggage-room extends 300 feet southward. This will be the most complete quick-service room in the country, and will be so great an improvement over the accommodations hitherto enjoyed by the travelers through St. Louis that comparison is out of question. One more feature of the depot must be mentioned, because of the ingenuity of which it gives evidence, and also of the immense advantages that will accrue. This has relation to the system of tracks and their entrance to the sheds, which have been so arranged that no engine will come under the massive roof. In the good days to come, locomotives will be equipped with smoke-consuming devices, but even then they will be objectionable under cover. Now, they give forth volumes of smoke and make a variety of unpleasant noises, and their room is far preferable to their company; and it is a splendid feature of the new depot that the air in the sheds will always be perfectly clear and pure. The thirty-

two tracks will vary in length from 400 to 1,200 feet, and they will converge into a bottle-shaped junction or throat at the south end. A train coming in from either direction will run past the shed; the engine will be reversed and the train backed in over the curved "Y" to its respective track. No switching will be required, as the trains will be made up and ready to resume their respective journeys in either direction when required. The switches will all be controlled by the lever-locking system, from a switch-tower of considerable height. There will be no possibility of collisions, and the service will be improved and expedited in the most pronounced manner.

If the arrangement already described, whereby all passenger trains will enter the city via the Mill Creek Valley from the west, is carried out, the system will be still greater in its simplicity. At the first opening of the depot, however, the Wabash, Missouri Pacific, Iron Mountain, Keokuk, Colorado, and San Francisco trains, with others using their tracks, will come in from the west under the Twenty-first street bridge, passing the shed entrance and then backing in as described. The Wabash Eastern, Chicago & Alton, "Burlington," "Cairo Short Line," "Big Four," Illinois Central, Louisville & Nashville, Louisville, Evansville & St. Louis and Baltimore & Ohio trains will at first run up the Mill Creek Valley from the eastern approach, pass under the Eighteenth street bridge, and back into the shed and depot from the west.

The official announcement has been made that the depot will be open for traffic next March (1894), and there seems every reason to believe that the promise will be carried out and that the magnificent depot will be in use before the summer travel commences.

**THE IMPORTANCE  
OF OUR  
RIVER CONNECTIONS.** The extraordinary railroad facilities of St. Louis have, to a great extent, overshadowed its river facilities, and have caused sight to be lost of the fact that St. Louis is the chief port in 18,000 miles of inland waterways. In years gone by the river was the making of St. Louis, and al-

though the city's greatness is due more to the railroads than to the river, no treatise on the greatness of St. Louis will ever be complete without a reference to the river and the enormous traffic that it has witnessed. "There is no warrant," to quote from the memorial presented by the Merchants' Exchange in 1892 to the Fifty-second Congress, in favor of the deepening of the river channel between St. Louis and the Gulf, "for the assertion that in this age of railroads rivers have lost their fascination and influence over the people, and that it is as easy to build up a great and populous city at a distance from navigable water as upon its shore. The history of settlements in this country, as well in the last forty years of railroad making, as in the one hundred and fifty that preceded it, attests the continued ascendancy of navigable streams and lakes over the popular mind, and their great value in commercial, industrial and distributive economies. The same forces that located New York at the mouth of the Hudson, Philadelphia on the Delaware, Baltimore on the Patapsco, New Orleans and St. Louis on the Mississippi, Pittsburgh, Cincinnati and Louisville on the Ohio, and Chicago and Milwaukee on Lake Michigan, before railroads were thought of, have assisted to build up Minneapolis, St. Paul, LaCrosse, Winona, Dubuque, Davenport, Rock Island, Muscatine, Keokuk, Hannibal, Quincy, Cairo, Memphis and Vicksburg on the Mississippi, Evansville, Owensboro and Paducah on the Ohio, and Kansas City, Leavenworth, St. Joseph, Omaha, Council Bluffs, Sioux City, Pierre and Bismarck on the Missouri; and it may be observed that in the settlement of the newer portions of the Mississippi Valley in the last half century, it has ever been the rule to found the leading cities and towns on rivers and lakes, if there were rivers or lakes within reach, unless special agencies dictated a different location. And it is a fact not without significance that the cities, founded on the waterside, which were leading cities as far back as 1830, have maintained their pre-eminence in the face of railway influences, and are leading cities in 1892. Pittsburgh, at the head of the Ohio, con-

tinues to be the largest city in Western Pennsylvania; Cincinnati, on the Ohio, and Cleveland, on Lake Erie, are the largest cities in Ohio; Chicago is the chief city of Illinois, St. Louis and Kansas City of Missouri, Louisville of Kentucky, St. Paul and Minneapolis of Minnesota, Omaha of Nebraska, Memphis and Nashville of Tennessee, Little Rock of Arkansas, Vicksburg of Mississippi and New Orleans, Shreveport and Baton Rouge of Louisiana—and there are good reasons for believing that these cities, all located on the waterside, will continue to maintain their ascendancy in their respective States for generations to come.”

The actual population of the Mississippi river States alone is 18,500,000, while the population of the Mississippi Valley States is over 28,000,000. The region drained by the Mississippi and its tributaries embraces one-half the States in the Union and nearly one-half the population, and the immense value of the city's river location can easily be understood when this fact is taken into consideration. According to the census of 1890 upwards of 31,000,000 tons of freight were carried during the year 1889 on the Mississippi and its tributaries, the principal commodities and the tonnage of each being as follows:

COMMODITIES.	TONS.
Coal	10,632,109
Forest Products	10,531,189
Merchandise	5,886,259
Wheat	1,068,504
Cotton	686,635
Iron Ore	536,647
Cotton Seed and Oil	392,988
Corn	266,071
Sugar and Molasses	189,829
Animal Products	169,470
Stone and Gravel	158,453
Clay and Sand	141,464
Manufactured Iron	122,060
Mill Products	88,129
Hay	78,635
Other Grain	51,308
Fruits and Vegetables	23,094
Tobacco	17,707
Pig Iron	5,506
Oils	3,128
Ice	4,000
Cement, Brick and Lime	1,231
Total	31,051,423

The river equipment of the streams with which St. Louis has direct traffic and large proprietary interest embrace upwards of 1,300 boats, with an aggregate tonnage of 480,000, the actual weight of freight moved on them amounting to about one-half the total given above.

#### PROSPECTS OF INCREASED RIVER TRAFFIC.

It could scarcely be expected that the river traffic to and from St. Louis would show a large increase when the immense railroad freight returns are taken into consideration, but considerably upwards of 1,000,000 tons of freight are received at the city and shipped from it every year. The returns would be infinitely larger but for suspensions of traffic caused by low water, and for several years the efforts of the Merchants' Exchange have been directed towards the securing from the Federal Government a measure of justice in the matter of river improvement. The movement, warmly supported by Mr. E. A. Noonan, during his administration as mayor, came to a definite head in the years 1891 and 1892, when the executive committee of the commercial and manufacturing associations of St. Louis for the improvement of the Mississippi river secured the introduction of a bill appropriating \$8,000,000 annually for the improvement of the river. This bill passed the Senate, but owing to the strong opposition in the House, it was deemed inadvisable to run the risk of pushing it, and in its place there was obtained an appropriation of \$4,000,000 per annum for four years, for continuous work on the Mississippi river from St. Paul to New Orleans. This work is now in progress, and a concerted effort will be made to have the appropriations continued indefinitely until St. Louis becomes a seaport, and until the river is navigable at all periods of the year, except when closed by ice.

The high water of the year 1892 reduced the river tonnage considerably. During the months of April, May, June and July the average stage of the river at St. Louis was about twenty feet, as compared with zero of gauge in the year 1890, and again in December, 1893. This latter indi-



cated about twelve feet of water in the channel in the harbor of St. Louis, with four and sometimes only three feet of water in places between

here and Cairo. The arrivals and departures at and from the port of St. Louis during the last twenty years are as follows:

ARRIVALS.					DEPARTURES		
YEARS.	Barks	Barges	Tons of Freight Received	Tons of Lumber and Logs by Raft Received.	YEARS	Barks.	Tons of Freight Shipped.
1892 . . . . .	2053	1090	556,980	130,220	1892 . . . . .	2013	502,215
1891 . . . . .	1881	1019	450,050	142,090	1891 . . . . .	1845	512,930
1890 . . . . .	1927	1274	530,790	132,940	1890 . . . . .	1910	617,985
1889 . . . . .	2195	1474	543,990	127,695	1889 . . . . .	2211	712,700
1888 . . . . .	2079	1244	597,955	130,855	1888 . . . . .	2076	510,115
1887 . . . . .	2361	1272	652,880	213,165	1887 . . . . .	2328	637,060
1886 . . . . .	2087	1269	570,205	200,785	1886 . . . . .	2102	561,895
1885 . . . . .	1878	1030	479,065	217,860	1885 . . . . .	1828	534,175
1884 . . . . .	2048	999	520,350	240,330	1884 . . . . .	2018	514,910
1883 . . . . .	2210	1185	629,225	231,285	1883 . . . . .	2140	677,340
1882 . . . . .	2537	1110	802,080	271,490	1882 . . . . .	2487	769,905
1881 . . . . .	2426	1525	852,410	356,020	1881 . . . . .	2340	884,025
1880 . . . . .	2871	1821	893,860	198,315	1880 . . . . .	2866	1,038,350
1879 . . . . .	2360	1171	688,970		1879 . . . . .	2392	676,445
1878 . . . . .	2322	1291	714,700		1878 . . . . .	2348	614,675
1877 . . . . .	2150	660	644,485		1877 . . . . .	2156	597,676
1876 . . . . .	2122	683	688,755		1876 . . . . .	2118	600,225
1875 . . . . .	2201	743	663,525		1875 . . . . .	2223	639,095
1874 . . . . .	2332	951	732,765		1874 . . . . .	2364	707,325
1873 . . . . .	2316	1020	810,055		1873 . . . . .	2303	783,256

## CHAPTER VI.

### RAPID TRANSIT AND ITS INFLUENCES.

THE EARLY STRUGGLES OF OMNIBUS AND STREET CAR COMPANIES.—THE INTRODUCTION OF CABLE AND ELECTRIC POWER.—EFFECT ON IMPROVEMENTS AND VALUES.

THE STREET CAR service of St. Louis is now equal to that to be found in any city in the world, and in many respects it is far superior. It has more special features than the street car service of any other city, and it runs some of the most handsome cars in the world. During the year 1893 the use of horses and mules for street car traction was put a stop to in the down-town sections of the city, and the three roads which were the last to fall in line with the procession commenced the regular running of electric cars during the summer. Now every main line is operated by electricity or cable, and there are

nearly 300 miles in operation, while the total number of passengers carried each year is about 100,000,000. To realize what this means it should be borne in mind that to maintain an average of 100,000,000 passengers per annum it is necessary for the cars to haul a number equal to one-half the city's entire population every day, Sundays included. Before describing the splendid equipments of to-day, a brief reference must be made to the early days of omnibuses and street cars in St. Louis. The first omnibus was run without any concerted system or plan about fifty-five years ago. A local paper in 1838 speaks of the handsome style of an omnibus

run by Mr. Belcher, but it was not until 1844 that an omnibus service of any extent was established. Mr. Erastus Wells and Mr. Calvin Case in that year established an omnibus line, which is referred to in a local paper on June 11, 1845, in the following terms:

"It is but a few months since our opinion was asked as to the probable profits of an omnibus to be run in certain parts of the city. At that time no omnibuses were run in the city. The experiment was attempted. The first was started by Messrs. Case & Wells, to run from the National Hotel on Market street, to the ferry at the upper end of the city. We believe it has been successful as could have been expected from a new undertaking. At first people were a little shy of it; some did not think it exactly a genteel way of traveling the streets. These scruples have entirely disappeared, and everybody now rides in them, and is glad of the opportunity. Messrs. Case & Wells manifest a determination to keep up with the encouragement given them, and have lately put on their line a new and beautiful omnibus, manufactured in Troy, New York. It is a fine specimen of workmanship, and is a very comfortable carriage. In addition to the line above mentioned, we now have regular lines running from the National Hotel to the Arsenal, along Second street; a line from the Planters' House to the Arsenal, along Fourth street; a line from the corner of Fourth and Market streets to the Camp Springs, and a line to the Prairie House. All seem to be doing a flourishing and profitable business, and they prove to be a great convenience to persons residing in distant parts, and to those having business to attend to in remote parts of the city. They have contributed not a little to give an increase of value to real estate lying at a distance from the center or business portion of the city."

In 1850 Erastus Wells, with Calvin Case, Robert O'Blennus and Lawrence Mathews formed a combination which purchased and operated all the omnibus lines in St. Louis. In the following year there were six lines in existence, as follows: First, from the Arsenal to Carondelet; second, from the corner of Market and

Second streets to the Arsenal; third, from the corner of Main and Market to Camp Springs; fourth, from the corner of Broadway and Franklin avenue to Rising Sun Tavern; fifth, from the corner of Market and Third to Bremen; sixth, from Bremen to Bissell's Ferry. The omnibuses from these points started every four to ten minutes, and the lines comprised in all ninety omnibuses, 450 head of horses, four stables and about 100 hands.

#### THE FIRST STREET RAILROAD TRIP.

In January, 1859, a meeting was held to discuss the question of the building of street railroads, and the sense of the meeting was so strongly in favor of the innovation that local enterprise was at once directed towards the incorporation of companies for building and equipping street railroads. In the following May the Missouri Railroad Company was organized, and Mr. Erastus Wells became its president, a position he occupied for more than twenty years. By July the road was constructed as far as Twelfth street, and on the 4th of July the first car was run over the track. In these days of street railroads running trains five, and even fifteen, miles, the excitement which the first trip created on the six-block route seems remarkable and almost humorous. The literature of the day tells us that the first car was a beautiful vehicle, light, elegant and commodious, having cost \$900, including freight from Philadelphia, where it was constructed. "Mr. Wells, president of the road, then took the reins," we are told, "and, after a jerk or two, the first car moved slowly but steadily up the track amidst loud shouts and cheers from the crowd. Troops of urchins followed in its wake, endeavoring to hang on, and we fear unless this is prevented in the future, serious accidents may occur." The journey appears to have been accompanied by great difficulties, the car leaving the track several times, but Tenth street was finally reached, "the track having been cleared of stone only that distance." It took many years to bring the Missouri Railroad system up to its present standard, but Grand avenue was reached

during the seventies by both Olive and Market streets.

The St. Louis Railroad, or the Broadway line, was also started in 1859, as was the Citizens' Railway, which originally ran as far west as Garrison avenue. In 1864 the road was extended to the Fair Grounds, and in 1881 along the St. Charles rock road to Rinkerville. The extension of this road between King's Highway and Rinkerville is still operated by horses on a single track with turn-outs. It is shortly to be reconstructed and equipped as an electric road, but in the meantime it gives an interesting insight into the original system of street railroads in St. Louis as compared with the magnificent equipment of to-day. The People's road was also constructed along Fourth street in 1859, and five years later it was extended to Lafayette Park. In 1882 it was further extended to Grand avenue. The first step towards the formation of the Union Depot system of street railroads was made in 1862, when the track was laid from Fourth and Pine streets to Gravois road. So many extensions have taken place since, that the road has become a general South St. Louis means of transportation, and it has just completed a line to Carondelet on the high ground. The year 1864 was an important one in street railroad history. It saw the building of the Benton-Bellefontaine Railroad as far as the water tower, and also the commencement of work on the Lindell system, now one of the largest in the United States. Cars were run on both the Washington avenue and Fourteenth street branches early in 1867, the first named road having for some years its terminus at Ware avenue.

The Union Railway was organized the following year and track was laid as far as Hyde Park. Ten years later the road was extended to the Fair Grounds. In 1874 the Cass Avenue and Fair Grounds Railway was organized, and in June 1875 it was first operated. On October 25, 1874, some excitement was caused by the running of the first two-story car in the city. This was on the Northwestern St. Louis Railway, which became absorbed by the Mound City

Railway Company, whose cars were first operated in 1866. The South St. Louis Railway Company was incorporated in 1876 at about the time of the adoption of the scheme and charter. By the purchase of the Carondelet Street Railway Company, it connected Carondelet with St. Louis, running due south.

Another company, not strictly a street railroad company, but of equal importance to the city, is the St. Louis Transfer Company, originally known as the Ohio & Mississippi Transfer Company. This was chartered in 1859, and has provided admirable transfer and omnibus facilities for passengers, baggage and freight ever since, keeping pace with the growth of public sentiment and the improvement of transfer facilities generally.

**THE SERVICE OF OLD ST. LOUIS AT ITS BEST.** This in brief traces the origin of the magnificent street railroad facilities of St. Louis to-day. In 1882, when, as we have already seen, Old St. Louis began to merge into New St. Louis, there were in operation fourteen street railroads, which carried about 30,000,000 passengers during the year, or less than one-third the total carried now. The following table, based on the 1882 returns, will give some slight idea of the small beginning upon which the street railroad system of New St. Louis was based:

	Mares Operated	No of Horses and Mules	No of Cars Operated	Reported Valuation
Baden .....	3	17	8	\$ 6,820
Benton & Bellefontaine....	6	132	42	48,720
Cass Avenue .....	8	193	30	83,810
Citizens' .....	13	296	56	94,520
The Lindell .....	10	401	70	159,430
Missouri .....	8	295	56	122,960
Mound City .....	6	83	22	22,880
People's .....	8	250	30	59,110
St. Louis .....	14	442	66	125,860
South St. Louis .....	12	75	23	32,510
Tower Grove & Lafayette	3	93	20	25,050
Union .....	8	210	24	63,660
Union Depot .....	10	366	68	75,870

The influence of New St. Louis at once began to be felt in the street cars. As seen above, Grand avenue was generally the terminus of



railroads running west, and the extension of the Lindell Railway as far as Vandeventer avenue by means of a loop running west on Delmar avenue, north on Vandeventer, east on Finney and south on Grand, was regarded as quite a work of enterprise. Bobtail cars—the popular name for the unpopular diminutive cars, whose drivers are compelled to act in dual capacity as drivers and conductors—were run, and, although the road proved a great convenience, it was not pushed to its full limit. The Market street road was also extended as far as Forest Park, and on Sundays through cars were run, though during the week the much-despised bobtail cars did duty on the extension.

St. Louisans, visiting other cities and observing the successful operation in them of street railroads operated by rapid transit in the shape of cables, became impressed with the fact that horse and mule traction was too slow for a great city like St. Louis, and the question of rapid transit began to be discussed here very freely. As we have seen in a preceding chapter, the railroad magnates strongly objected to the proposed innovation, and a vigorous outcry was also raised by the conservative and timid element. It seems strange that emancipation from the old rut should have been inaugurated by Indianapolis capitalists, but such was the case, and in 1884 the first franchise was granted for a cable road. The promoters had acquired the title and interest in the narrow-gauge road which ran from the intersection of Grand avenue and Olive street to the interesting city of Florissant, seventeen miles out in the country. That this road was intended for much greater things than it had achieved, was evidenced by its title, which was the St. Louis, Creve Cœur & St. Charles Railway Company, to which corporation the privileges were granted by the Municipal Assembly after a bitter fight.

**THE FIRST  
CABLE ROAD  
FRANCHISE.**

Ordinance No. 12,852, approved by Mayor Ewing in 1884, should ever be regarded by St. Louis property holders and citizens with something akin to veneration, because it sanctioned the first step towards the

emancipation of the city from the rule of horses and mules on its street car tracks, and because the work done under it gave a marked impetus to the new growth of the city. The franchise granted the company permission to lay a cable track between the junction of Sixth and Locust streets and the intersection of the narrow-gauge road with Morgan street, at a point a little west of Vandeventer avenue. The precautions taken against damage to the city and private property in the construction of the road were somewhat remarkable, and showed that the warnings of those who had prophesied dire disaster as the result of the innovation had not been thrown away on the city legislators. The limits of speed specified in the ordinance were also indicative of the spirit of the times. East of Twelfth street no car was to run faster than six miles an hour; between Twelfth street and Garrison avenue a speed of seven miles was permitted, and west of Garrison avenue eight miles was allowed. These speed regulations would have required the use of three different cables, with drums at Twelfth street and also Garrison avenue; but before the road was opened wise counsels prevailed, and a more reasonable uniform speed-limit was made.

Those who resided in the city at the time will remember with great interest the construction of this road. It was built in the most substantial manner then possible, but by a slow, tedious and expensive process, without the use of the devices of more recent years which had made cable-track laying far more speedy and practicable. As an event typical of the times, the laying of the first cable in the conduit is worth mentioning. The local papers devoted to the work a large amount of space, and considering the immense crowds which witnessed the work, the event was certainly one of more than ordinary interest. The cable was placed in position late in the winter of 1885-86, and the first cable train was run at the commencement of spring following. The excitement which the experiment created will ever be remembered. On the first Sunday of the road's operation it beat the record in the matter of passenger loading.

although its equipment was by no means complete. The popularity of the road was so great that even after the novelty wore off, people willingly walked four or five blocks out of their way to ride in the cars, and a career of extraordinary prosperity appeared to be certain. The "impossible" route added to the difficulties of running the road, but although a great many passengers were thrown into each other's laps, and some few were thrown on to the sidewalk at the sharpest curves, these little drawbacks did not materially injure the road's traffic receipts. The most objectionable and dangerous point was at Grand avenue and Morgan street, where a double curve seemed to defy the efforts of the engineers to devise means to keep the cars on the track. This trouble was finally obviated by the purchase of the property at the southeast corner, and the moving several feet south of the house situated upon it, so as to enable the track to be relaid without a perceptible curve at all.

The road's progress was also interfered with by a calamitous fire, which destroyed its entire equipment before it had been in operation more than a year. Horse cars were run for a short time, and finally a fresh supply of cars was obtained and traffic was resumed. The road was finally sold, at a handsome profit to the original promoters, and it passed into the control of Boston capitalists. Sufficient money was not spent to keep up the track, and the competition of adjoining roads which in the meantime had been equipped with cable power, reduced the earning capacity of the pioneer rapid transit road of St. Louis to such an extent that it passed into the hands of a receiver. About four years ago Messrs. Charles H. Turner, S. M. Kennard, Clark H. Sampson and other capitalists were convinced of the possibility of reconstructing the road with electricity and making it pay handsomely. They secured a controlling interest in the corporation, reorganized it as the St. Louis & Suburban Railroad, and at once decided upon the gigantic enterprise of equipping the road its entire length with electricity. The narrow-gauge suburban service was exceedingly unsatisfactory and entirely inadequate, and the reor-

ganizers determined to run a double-track electric road as far as the city limits and a single-track electric road from that point to Florissant, the tracks to be doubled on the county section as soon as the traffic justified the outlay.

#### **THE FIRST COUNTY ELECTRIC ROAD.**

The necessary legislation was obtained, and the long and tedious task commenced. Electric cars were run as an extension to the cable service in 1891, and in 1892 the great work was completed and a through service of electric cars established between Sixth and Locust streets and the city limits at Wells Station, with an excellent county extension to Normandy and Florissant. This road is now the longest electric road in the world operated from one power-house, and the enormous increase in its receipts since the change of motive power has more than justified the enterprise and anticipations of the reorganizers.

The history of this road has been traced at some length because of its exceptional influence on the city's rapid transit facilities and also on its general growth. Before leaving the subject, it is of interest to add that in addition to being the longest electric road operated from one power-house, it was the road selected by the government for the experiment of street railroad postal cars. The experiment has proved a perfect success, and now three trips are made daily, with sub-postoffices established along the line of route. The delivery of mail is expedited very largely by the change, and national interest has been attracted by the experiment, which, however, can hardly be regarded as an experiment now. The company already transacts a freight and express business west of Vandeventer avenue, and at an early date this service will be extended down-town.

But we are somewhat anticipating history. The railroad companies which had opposed the cable franchise found their worst fears fulfilled, and the traffic returns of parallel lines in 1886 showed the necessity of prompt action. During the year nearly every road of importance obtained the right to change its motive power, and the year 1887 saw much work done. Among



the first roads to lay cable, and the first to reconstruct, was the Olive street branch of the Missouri, which cabled its tracks right out to Forest Park, instead of having its western terminus at Grand avenue, as hitherto. The reconstruction was a lengthy piece of work, but it was duly accomplished, and subsequently both the other sections of this system have been equipped as electric roads. This Missouri system alone now carries half a million passengers a month, and its business is constantly increasing.

It has just erected a magnificent depot and pavilion close to the Blair statue in Forest Park for the convenience of the thousands of passengers its cars haul daily, and the popularity of the route will be still greater when this building is ready for use. There are few street railroad lines in the country which run so nearly in a straight line, and which traverse such a thickly settled and highly improved territory. Starting from Fourth and Olive, close to the Merchants' Exchange, and some of the finest office-buildings in the city, it runs directly west up Olive street, passing the Federal building and the Exposition, and continuing on its western course, within a block a great portion of the way of the finest boulevard and drive-way in St. Louis. Although this was one of the first cable railroads constructed in St. Louis, it is also the most modern in character, and the most successful in operation. No money was spared in building the road, which is kept in the highest state of repair, with a power-house of unlimited capacity, and a determination on the part of the management to provide accommodation as nearly perfect as possible. The cars, those used both for summer and winter, are excellently upholstered, and are kept scrupulously clean, while the trains run at such frequent intervals that people who are in a hurry use them even if it compels a walk of a few extra blocks. The service is so excellent in every respect that, although electricity has entirely supplanted the cable in the estimation of the people, there is an exception in this instance, and the Olive street road is as much liked as the best electric road in the city.

**RAPID TRANSIT  
TO THE  
PRINCIPAL PARKS.**

The Missouri Company has also an electric road running in a straight line to Forest Park. This road, formerly known as the Forest Park & Laclede Railroad, starts from the southern front of the court-house, and runs up Market and Chestnut streets, reaching the park by the former thoroughfare, some few blocks south of the cable terminus. It is also the only street railroad corporation in St. Louis running to both Forest Park and Tower Grove Park, the two most popular recreation and breathing spots in the city. Tower Grove Park is reached by the Missouri Company's electric road, which starts from Fourth and Market and runs by a very direct route to Shaw's Garden, being in fact the only railroad which carries passengers right to the gates of the great botanical garden which has made St. Louis popular and famous among students of natural beauty everywhere. The western terminus of this road is at the northern entrance to Tower Grove Park, and its passengers thus have the advantage of reaching both the garden and the parks without change of cars or delay of any kind.

Simultaneously with the cabling of the Olive street road, the Citizens' Railroad was changed to cable. Nor was this all. Easton avenue between Prairie avenue and King's Highway was neither improved nor graded, and the company proposed as a matter of course to lay its conduits only as far as city improvements made it possible. The property owners, however, clubbed together and had the street graded to King's Highway. The company was a party to the transaction, made King's Highway its western cable terminus, and thereby doubled and trebled the value of property along the avenue. The company's branch to the Fair Grounds was also cabled, but in 1893 the conduit was removed and electric power substituted; another tribute to the conquering tendency of the latest of modern inventions. Under the same management as the Citizens' are the Cass Avenue, Northern Central and Union lines, to all of which reference has already been made, and all



of which were equipped with electricity during 1892. The combined system serves the north-west portion of the city very thoroughly, and hauls immense numbers of passengers to the Fair Grounds and races.

One of the most indispensable, and, as we have seen, one of the very oldest roads in the city is the Broadway. Unlike the other roads referred to, which run more or less east and west, this road runs from north to south, connecting the manufacturing section of North St. Louis with the manufacturing and brewing section of South St. Louis, and passing through not only the business section of the city, but also through some of its most thickly settled residence wards. Although before this road was reconstructed for rapid transit, electric roads had established their popularity, the immense number of trains to be run over the track made the management prefer a cable, which was laid during the years 1889 and 1890. The cabling of the road was a very costly undertaking, but the work was done in the most efficient manner possible, and the road is a model in every respect. Visitors to St. Louis who desire to visit the new Merchants' bridge, the old and the new water-works, the cemeteries, all in the northern section of the city, find the Broadway cable convenient for the purpose; while it is also a popular route to the great breweries of the south end.

The Lindell, or Washington avenue, Railroad was among the first to feel the influence of rapid transit competition, as the new cable road paralleled its line within a few blocks almost its entire length. Experiments were tried in 1887 with a storage battery electric car, which, however, was not a success. Shortly afterwards Mr. George D. Capen and other local capitalists secured control of the road, and having unlimited faith in the future of St. Louis proceeded at once to map out what looked like a daring scheme, not only of reconstruction, but also of extension. Electric power was selected as the motor, and the main line track was extended on Finney avenue as far west as Taylor. From this point two branches were constructed, one running on Delmar boulevard to DeBaliviere avenue and

then south into Forest Park, where a magnificent pavilion has been constructed providing a handsome ornament to the park, and being of immense convenience to passengers visiting the city's great breathing ground and pleasure resort. The other branch was constructed out west on Page boulevard, piercing a district hitherto a stranger to street railroad facilities of any kind. The enterprise of the road did not stop at this point. Recognizing that St. Louis was in need of north and south railroads, or cross-town lines, the management obtained municipal legislation and proceeded to construct, some three years ago, the Vandeventer avenue line, which connects the Fair Grounds with the Mill Creek Valley tracks.

#### INTRODUCTION OF THE TRANSFER SYSTEM.

The opening of this road was a matter of special interest to St. Louis, because for the first time it introduced into the city on a comprehensive scale a system of transfers, whereby a passenger can make a continuous journey by more than one car without paying an additional fare. During 1893 the company has also completed and opened a street railroad on Taylor avenue from its junction with Finney into the northwestern wards, with the intention of extending it at an early date to the cemeteries on the north and the railroad tracks on the south. Also, during 1893, it has opened a new road passing the new Union Station, crossing the Eighteenth street bridge and providing facilities for residents in the Compton Hill district. It also has a second road to Forest Park via Chouteau avenue, and has altogether one of the most comprehensive and extensive street railroad systems in the United States. Its power-house is one of the largest in the world, and it has also excited the interest of street railroad men everywhere by its patented vestibule street car, which affords easy ingress and egress through a vestibule in the center of what is really a combination of two full-sized electric cars. No returns are available for the entire Lindell system. During the third quarter of 1893 it carried nearly 4,000,000 passengers, and its completed

system is probably carrying at least 1,500,000 passengers monthly.

Another road which has obtained running powers past the new Union Station is the Union Depot Company, which now embraces not only the numerous roads running into the southern wards, but also the Mound City Railroad and the Benton & Bellefontaine Railroad. This gigantic system of railroads, with upwards of sixty miles of electric track, thus runs from the extreme south of the city to the cemeteries in the extreme northwest, with branches in almost every direction, and a system of transfers which enables passengers to travel right through and across the city for one fare. Its latest extension is now nearly completed. It intersects the highest ground in Carondelet, and affords unlimited facilities for transportation. No road has a more interesting history than this great system and the parts which help to make up the whole. In its early days all the hardships of bobtail bars and insufficient service were felt, but during the last few years these complaints have all been rendered unnecessary, and the equipment is now excellent. The power-house from which these different branches are operated is of exceptional size, and its capacity is taxed to the uttermost. By its absorption of the Mound City and Benton & Bellefontaine roads, the company also acquired two other large power-houses. The business transacted by the roads in this system is nearly, if not quite, 20,000,000 passengers per annum.

#### A COMPARISON BETWEEN THE ROADS OF OLD AND NEW ST. LOUIS.

The People's Railroad, originally constructed to Lafayette Park, was cabled some three years ago and extended along Grand avenue to Tower Grove Park. Now an electric road is being constructed along Grand avenue, connecting the various roads which run on or across that thoroughfare, and providing a third parallel cross-town road of great usefulness. At the present time there are in the city 240 miles of street railway in actual operation, and 43 more in course of construction. In other words, early in 1894 there will be about 300 miles of

street railroads in operation, as compared with less than 120 miles in 1882. This wonderful increase in itself is a striking tribute to the growth and importance and wealth of New St. Louis, and it would be so if the question of mileage alone were considered. But the increase in value has been far greater than the increase in mileage, because, while in 1882 the tracks were laid as cheaply as possible, and the motive power was horses and mules, the roads in 1893 are equipped in the most costly manner known, and the motive power is more than two-thirds electricity, with about forty-three miles of cable road.

The enterprise of the railroad magnates has been more than rewarded, for the traffic has increased in a most remarkable manner. In 1885, the last year of the horse-car reign, the number of passengers carried by the St. Louis street railroads was a trifle in excess of 41,000,000. Estimating population at this stage at 410,000, each inhabitant of the city, on an average, rode in a street car a hundred times during the year. In 1891 the number of passengers carried had increased about 100 per cent, and in 1892 the number of passengers carried amounted to 91,500,000. In other words, the average number of rides taken by every inhabitant of St. Louis was about 200 during the year. The returns for 1893 are not yet complete, but they will certainly approximate 100,000,000 for the year. The total for the first six months was more than 48,000,000, and the following table gives the traffic for the quarter ending October 1:

	Miles Operated October 1,	Number of Trips Made,	Number of Passengers Carried,
Union Depot	55	158,367	4,612,404
Lindell	41	323,242	3,845,796
Missouri	24	297,000	3,712,737
St. Louis	20	244,440	3,087,781
Citizens'	15	187,246	2,277,400
Cass Avenue	27	150,800	2,121,410
St. Louis & Southwestern	20	261,800	2,057,175
Southern	15	88,000	1,000,000
People's	10	58,000	1,260,678
Jefferson Avenue	3	23,116	200,000
Biden	3	6,700	10,000

This shows a total of more than 28,000,000 passengers carried during the quarter.

**RAPID TRANSIT  
AND  
THE CITY MAP.**

It only needs a glance at the city map to-day and the maps as published ten years ago, to see how remarkable has been the influence of rapid transit on the building up of the city. Those visiting St. Louis during the years 1892 and 1893, after an absence from the city of eight or ten years, have been astounded at the changes effected. Specific reference has already been made to the effect of the cable construction on Easton avenue. This thoroughfare was little more than a country road ten years ago. The single-track street car line was laid on one side of the road, and the service was anything but satisfactory. There were a few stores on the street, but they were general country stores, without specialties in any line. To-day Easton avenue is one of the most important thoroughfares in the city. It forms part of the direct road from the Mississippi river at St. Louis to the Missouri river at St. Charles, and, thanks to the influence of the cable, that portion of the St. Charles rock road which is now known as Easton avenue, is a busy thoroughfare, with hundreds of stores and private dwellings. Several attempts have been made to state in figures what benefit the cable road has been to Easton avenue, but sufficient data are not at hand to make any calculation approximately accurate. It is certain, however, that property which could not be sold at \$10 a foot before the reconstruction, now has buyers in abundance at \$50, \$60 and \$70, with higher prices for corners. Farther out on Easton avenue where property ten years ago could be bought by the acre, \$20, \$25 and \$30 a foot is now paid.

The general equipment of the roads running due west with rapid transit facilities, and their extension beyond Grand avenue, has remodeled that section of the city which lies west of Vandeventer avenue and north of Forest Park. In the old days this exceptionally desirable property was inaccessible except to those who owned carriages. Even in 1885 there was no street car accommodation in the district named west of Vandeventer avenue. The enterprise of the

St. Louis & Suburban and Lindell Companies, as well as the cabling and extension of the Olive street line, has made this property as easy of access as it was formerly difficult. The result has been a complete transformation. The streets and boulevards between Vandeventer and Taylor avenues are all built up with costly improvements, including elegant mansions, while west of Taylor avenue the number of delightful homes is constantly increasing. West of King's Highway, in old horse-car days, the territory was unexplored and unknown. There were several large country mansions with extensive grounds, but as a residence section for the masses it had yet to be born. Encouraged by the railroad companies, acre after acre has been covered with attractive homes, the Cabanne and Chamberlain Park districts vying with any in the country for beauty and elegance.

The conversion of the horse car lines running south and southwest has also transformed those sections of the city. It was formerly so difficult to get to Carondelet that most people living in St. Louis knew little or nothing concerning the beauties of this section of the city. The high, healthy ground is now being built up with residences of all descriptions, and, thanks to the admirable street railroad facilities, the population is being increased at a surprising rate. In the northwest and the north, the street railroads have opened up several square miles of hitherto inaccessible property. The improvements are continuing, and, indeed, the good work of the rapid transit roads in this direction is yet in its infancy. In no respect does New St. Louis differ in appearance from Old St. Louis more than in its residences and residence sections, and the change has been brought about almost entirely by rapid transit.

**POSSIBILITY  
OF AN EXTENSION OF THE  
CITY LIMITS.**

One more influence of improved street railroad facilities must be recorded. The St. Louis & Suburban electric road, as already mentioned, runs as far into the county as Florissant, and all along the line of its route it has built up suburban districts.



Nominally, Normandy and Ramona are both in the county, but practically they are part of St. Louis. Powers have also been obtained to construct electric roads into various other sections of the county. A road has already been finished to Clayton, the county seat, and two other corporations have been formed to construct railroads, to be operated by electricity, through the strictly urban section of the county west and southwest of the city. As a result of this, it is proposed to, as early as possible, extend the city limits so as to take in Jefferson Barracks on the south, Kirkwood on the southwest, Clayton on the west and Ferguson on the northwest.

The new limits as thus proposed would add an area to the city of about 51,200 acres, or eighty square miles. It would bring in all the suburban towns fostered by present and projected electric roads, including Ferguson, Woodland, Normandy, Jennings Heights, Ramona, College

View, O'Fallon, Clayton, Rosedale, Kirkwood, Glendale, Webster, Luxemburg and Jefferson Barracks, and within the area named there is a population of nearly, if not more than, 50,000. The present financial condition of that portion of St. Louis county included in the limits named greatly simplifies the question of annexation. If the boundaries named above should be adopted the city would have an area of 89,962 acres, or about 140 square miles. It would add, at a low estimate, \$25,000,000 immediately to the taxable values, yielding a revenue of about \$500,000. The proposed line has been drawn so as to continue along the high ground, and within five years much of the new territory would be the most desirable property in the city. The rapid transit to suburban localities is the best in the United States, and whether the territory is annexed or not it will practically be a part of the city within a short time.

## CHAPTER VII.

### SOME AIDS TO PROGRESS.

THE VEILED PROPHET, AUTUMNAL FESTIVITIES ASSOCIATION, ILLUMINATIONS, EXPOSITION  
AND FAIR. CONVENTIONS. COMMERCIAL ORGANIZATIONS.

THE HISTORY OF CITIES, ancient and modern, fails to record a duplicate to the enterprise of New St. Louis in the matter of entertaining strangers and providing lavishly for their amusement. It was in 1878 that the Veiled Prophet commenced his series of annual visits to St. Louis, and from the first these visits have been made the basis of hospitality of the most lavish character. The mystery of the Veiled Prophet has been kept entire from the first, and although it is generally known that the enormous expense of the pageant and ball is borne by a secret organization composed of the principal capitalists, manufacturers and merchants of St. Louis, their

exact identity is a matter of surmise, and the correctness of the guesses need not be discussed. Certain it is that the men who thought out and then raised the money to carry out the idea, have contributed nobly towards the city's re-birth and second growth, and that they have earned the good-will of all. The pass-word of the Veiled Prophet is, or should be, "unselfishness." The idea is a beautiful one, for it is borrowed from ancient or legendary history, and is designed to perpetuate the poetic story, which ought to be true if it isn't, that there used to exist a Veiled Prophet who was surrounded only by whole-souled men who gave up their lives to good works. Before the city of St. Louis

was enlarged, the new-comer was compelled to look into a magic mirror which laid bare to the prophet's gaze his very thoughts and feelings. Hence the court was made up of generous, open-hearted men, devoted to the service of their fellows.

**WHAT THE  
VEILED PROPHET  
HAS DONE.**

It is very much the same with the Veiled Prophet's Association. The members subscribe freely to the expense account, but do not take their reward by means of printed and advertised subscription lists; indeed, no man can be found who will admit having donated a single dollar to the annual pageants. Millions of visitors have come in to see the sixteen annual parades, and thousands have tripped the light fantastic toe at the grand balls. It seems a trifle debasing to try to reduce to a cash basis the benefit the city has derived from the visits and the festivities. In the first place, they have lifted St. Louis out of a rut and broken down that Chinese wall which was always thought to encircle what was even then the metropolis of the Mississippi Valley. Then, they have made hundreds of thousands of people acquainted with the city, and have fostered the habit of annual visits to it. Both these influences have been of almost incalculable value; but when the prophet's power was used to raise New St. Louis out of the old city, the true force and value of that power came to be appreciated. The part played by the prophet in this work has already been discussed, and need not be enlarged upon here. The good work has continued year after year until in the fall of 1893 there seemed to be a feeling that the prophet had outlived his usefulness, and that St. Louis was too important a city for the annual pageant. At first it was thought that this feeling was, if not general, at least extensive, and it was semi-officially announced that the Veiled Prophet would appear no more. The outcry that followed showed that the sentiment was held only by the element, to be found in every city, which is much more ready to criticize than to invent or work, and it is now generally understood that the Veiled

Prophet will appear next October, as usual.

A detailed description of the annual pageant would be impossible, nor is it practicable to describe the annual balls at which the wealth and beauty, not only of St. Louis and the West, but also of the East, are represented. It is no exaggeration to say that thousands of society men and women look forward to the event with excitement for months before it takes place, nor is it too much to say that the annual ball is absolutely unique. Beyond this and a passing reference to the beauty of the invitations and programmes, nothing can be said here.

More space must be devoted to the illuminations which have made St. Louis famous all over two continents. Some little work in street illumination was done when the prophet first appeared, but it was not until 1882, the year so marked by changes from old to new, that St. Louis first illuminated its streets in a comprehensive manner. The sum of \$20,000 was subscribed for the purpose, and the illumination committee of that year had a task of no small magnitude to overcome, for it had to originate as well as to perfect. So far as the United States was concerned, St. Louis was the pioneer in the matter of street illuminations, no other city having made an effort in the direction, and it became necessary to look to Europe for hints and ideas. Careful inquiry in Paris showed that in even the gay French capital nothing had been attempted on anything approaching the scale determined upon in St. Louis, and even the much-talked-of illuminations of Brussels and Venice were experimental and insignificant compared with the new western idea. In London, Japanese lanterns and an occasional colored globe, constituted the idea of street beautification by night; and the St. Louisans who had crossed the Atlantic in search of information and designs returned with very little of the former and still less of the latter, the fact having been demonstrated that the apparently primitive efforts of the preceding year in St. Louis had excelled the best on record in the carnival cities of the Old World, besides having been entirely without precedent in those of the New.

### STREET ILLUMINATIONS.

It is fortunate for St. Louis, and also for the United States, that there was nothing found worth copying in the carnival cities of Europe, for the Carnival City of America proceeded at once to originate, and to spring at one bound into the lead as an entertaining city, achieving, even twelve years ago, a triumph it could have scarcely hoped for had it followed in the wake of other cities instead of leading the way itself. Twenty thousand dollars having been subscribed in 1882, one hundred and forty skilled plumbers were engaged, and gas-pipes and arches were placed along and over the sidewalks and across the streets. Twenty-one thousand globes of different colors were purchased, and for the distance of about forty-four blocks in the business section everything was got in readiness for a magnificent display and for a dazzling show of many-shaded lights.

The most sanguine expectations of the promoters of the enterprise were more than realized, for tens of thousands of spectators gazed with admiration on the display evening after evening, and hundreds of European tourists, who were attracted by the novelty and magnitude of the undertaking, pronounced it the most gorgeous street spectacle they had ever witnessed, and so infinitely superior to the best Old World productions as to make anything in the nature of comparison out of the question. A well-known official of the Crystal Palace at Sydenham, near London, England, was among the visitors who enjoyed the first grand street illumination the world had ever seen, and his verdict was that not even in the Crystal Palace grounds, nor in the gardens at South Kensington, had any approach towards such magnificence been made. Other visitors of equal experience endorsed this expression of approval, and no one has yet been found to express a contrary opinion. In 1883 the illuminations were repeated, and the area covered being increased several blocks; and in the two following years the work of improvement went steadily on. In 1886, the year of the Knights Templars Conclave at St. Louis, upwards of \$22,000 was collected and ex-

pended in illuminations, which were made more dazzling than ever by the free use of electric lights. In 1887 the gathering of the Grand Army, followed by the visit of President and Mrs. Cleveland, stimulated St. Louisans to still greater efforts; the subscription exceeded \$26,000, and the streets were rendered more dazzling than ever.

This feature was continued, and the plan of illumination gradually improved until the end of the eighties, when the impression spread that the illumination had served its purpose, and for two years this feature was omitted. The result was something like what happens to a business man who, having achieved a reputation by advertising, suddenly comes to the conclusion that he is spending too much money and shuts down on advertising expense. Such a man generally resumes advertising quickly on a more liberal scale than ever. So did St. Louis.

### THE AUTUMNAL FESTIVITIES ASSOCIATION.

In 1891 a mass-meeting was held, which is probably without a parallel in the world's history. It was called by the proclamation of the Veiled Prophet. The object of the meeting was to raise \$1,000,000 to be expended during the World's Fair period for the general good of the city. Mr. Samuel M. Kennard presided at the meeting, and the attendance was large and representative. Indeed, the element which had succeeded in establishing New St. Louis was present in full force, although there were plenty of old men for counsel, as well as young men for war. The objects in view were largely three-fold. One, which may be described as the immediate outward and visible sign of the proposed work, took the shape of festivities for the current and two following years of a character never before attempted in St. Louis, the idea being to celebrate the Columbian quadro-centenary on the streets of St. Louis. The second object of the proposed association was to secure the erection of a new fire-proof hotel to cost not less than \$1,000,000, and the proposed association was authorized to offer a bonus for this purpose. It was also designed to spend about one-third of



the money raised in advertising St. Louis in a dignified manner, and thus enlightening the world as to the progress made by the city since it decided to throw off all allegiance to tradition and to map out for itself a new career as the future metropolis of the mid-continent.

The success of the meeting was remarkable. Just as, more than forty years ago, a few public-spirited St. Louisans met together and made the construction of a railroad into the city a possibility, so did a larger number of large and small capitalists in May, 1891, insure the success of an enterprise at least as important and daring. It was not expected that the million dollars would be raised in the room, but a very splendid beginning was made. Two subscriptions, each for \$10,000, were announced, followed by others of \$7,500, \$5,000 and smaller sums. A spirit of enthusiasm was spread over the meeting, which soon extended over the city and guaranteed the success of the movement. Before the meeting adjourned the St. Louis Autumnal Festivities Association was formed, with the following officers: President, S. M. Kennard; first vice-president, E. O. Stanard; second vice-president, F. A. Wann; third vice-president, John S. Moffitt; fourth vice-president, Rolla Wells; fifth vice-president, Clark A. Sampson; secretary, Frank Gaiennie; treasurer, Walker Hill; executive committee, A. D. Brown, R. P. Tansey, D. D. Walker, J. C. Wilkinson, S. C. Bunn, Jacob Furth, W. T. Haydock, M. C. Wetmore, W. F. Nolker, George E. Leighton, T. B. Boyd, Charles M. Hays, Goodman King, C. D. McClure, M. Bernheimer, T. K. Niedringhaus, H. J. Meyer, Jonathan Rice, August Gehner, J. J. Kreher, C. H. Turner, L. D. Kingsland, H. C. Townsend, R. M. Scruggs, Festus J. Wade, Jerome Hill, A. T. Kelley, George D. Barnard, D. S. Holmes, W. H. Woodward, Patrick McGrath, J. Specht, W. H. Thompson and George M. Wright.

Six committees were formed to deal respectively with finance, advertising, transportation, programme, illumination and hotel. Mr. John S. Moffitt, who had been at the head of most of the collecting funds for illuminations in prior

years, was appointed chairman of the finance committee, which at once proceeded to attempt the so-called impossible task of raising enough money to carry out the plans of the promoters of the organization. Every professional and mercantile interest in the city was classified and nearly a hundred sub-committees were appointed to assist in obtaining subscriptions. Extraordinary success followed the efforts. A spirit of rivalry of the most friendly character was established between the different trades and professions, and not to subscribe to the fund was to form an exception to a remarkably general rule. That the Old St. Louis spirit was well-nigh dead was proved by the fact that the collectors only met with four rebuffs during their entire work. A hundred thousand dollars was secured the first week, and the work went on throughout the summer in the most satisfactory manner. Not only did the capitalists and employers of labor subscribe freely, but the laborers themselves came forward and contributed. Nearly every member of the police force and of the fire department, in addition to hundreds of traveling men and clerks, joined the procession, and the city acquired a proprietary interest in the association which it could not have done had the money been raised from the few instead of the many. A generation hence the list of subscribers to the Autumnal Festivities Association will be looked upon as a roll of honor, for while it may be true that

The evil that men do lives after them,  
The good is oft interred with their bones,

this cannot be said to be the case with organizations of what are sometimes incorrectly described as a "boom" order. Hence, while the good influences of the festivities association are manifest to-day, they will be ten times more so twenty and fifty years hence, when much of the good seed sown during the last two and a half years will have borne fruit a hundred and a thousand-fold. The work of collection was continued during 1892, but the financial uneasiness in 1893 made it impossible to solicit new subscriptions. Fortunately, the remarkable manner in which St. Louis weathered the storm enabled

the association to collect almost every dollar promised it, and a total of more than \$600,000 was received, including as cash the large sums generously donated by the local newspapers for advertising purposes.

Mr. J. C. Wilkinson became chairman of the illumination committee, which provided for St. Louis during the years 1892 and 1893 the most magnificent street illuminations ever attempted in this or any other city. Space prevents a detailed description of these illuminations. More than 70,000 lights, half electric and half gas, were used for the purpose, and the down-town streets were made a veritable blaze of light. The electrical panorama which were seen on the widest streets, and at the most conspicuous points, excited the admiration of the hundreds of thousands of visitors who were attracted to the city by them. Mr. Wilkinson earned the praise of every one by the ingenuity of the designs and by the determined manner in which he insisted upon novelties being produced in the face of technical objections and forecasts of certain failure.

#### THE BUREAU OF INFORMATION.

Mr. Goodman King was appointed chairman of the advertising committee, the name of which was changed to the Bureau of Information in consequence of the vast scope of its operations. As the writer of "Old and New St. Louis" is the secretary of this bureau, Mr. Julian Ralph, whose able and comprehensive article in *Harper's New Monthly* has already been referred to more than once, will be quoted as to its work and operations: "The bureau," says Mr. Ralph, "has offices in St. Louis, and has also arranged to open others in London and other cities in pursuit of a systematic effort to advertise the commercial, social and sanitary advantages which St. Louis possesses. It may cause a smile to read that Chairman King and Secretary Cox report, in a circular now before me, what work the Bureau of Information has done 'to correct any false impressions which have been created by the too great modesty of St. Louisans in the past.' But they are right, for, as compared with its rival, St. Louis possessed

that defect, and the frank admission of such a hated fault shows how far removed and reformed from retarding bashfulness that city has since become. The bureau reports that it is causing the publication of half-page advertisements of St. Louis, precisely as if it were a business or a patent medicine, in sixty-two papers,\* circulating more than a million copies; that it has obtained reading notices in all these dailies; that 'articles on St. Louis as a manufacturing and commercial metropolis and as a carnival city' are sent out every day; that arrangements are being made for a weekly mail letter to 500 southern and western journals, and that once or twice a week news items are sent to the principal dailies of the whole country. It was found that St. Louis was not fairly treated in the weekly trade reports published generally throughout the country, and this source of complaint has been removed. Invading the camp of the arch-enemy—Chicago—the bureau has caused a handsome 'Guide to Chicago' to add to its title the words, 'And St. Louis, the Carnival City of America.' It is also getting up a rich and notable book to be called 'St. Louis Through a Camera' for circulation among all English-speaking peoples. The local service for the press telegraphic agencies has been greatly improved, 'and the efforts of the bureau to increase the number and extent of the notices of St. Louis in the daily papers throughout the United States have continued to prove successful,' so that 'instead of St. Louis being ignored or referred to in a very casual manner, it is now recognized as fully as any other large city in America.'

"I have described the operations of this association and its most active bureau at some length because they exhibit the farthest extreme yet reached in the development of the most extraordinary phase of western enterprise. There we see a city managed by its people as a wide-awake modern merchant looks after his

\*This was comparatively early in the bureau's history. It subsequently made use of the columns of more than 4,000 American newspapers, periodicals and magazines, and issued 60,000 copies of the book spoken of in this article as being "got up."



business. It is advertised and 'written up' and pushed upon the attention of the world, with all its good features clearly and proudly set forth. There is boasting in the process, but it is always based upon actual merit, for St. Louis is an old and proud city, and there is no begging at all. The methods are distinctly legitimate, and the work accomplished is hard work paid for by hard cash. It is considered a shrewd investment of energy and capital, and not a speculation. If we in the eastern cities, who are said to be 'fossilized,' are not inclined to imitate such a remarkable example of enterprise, we cannot help admiring the concord and the hearty local pride from which it springs."

#### **THE NEW PLANTERS' HOUSE.**

Another committee which has achieved remarkable success is the hotel committee, of which Mr. M. C. Wetmore is chairman. Authorized to offer a bonus of \$100,000 for the erection of a fire-proof hotel on approved plans and on an acceptable site, at a cost of not less than \$1,000,000, it proceeded at once to make its mission known and to invite offers from corporations and capitalists. Various propositions were made, but no actual advance was made until a number of local capitalists, including several members of the association, joined together, purchased the old Planters' House, removed the old structure and commenced the erection of a fire-proof hotel, which is now nearly completed and which can be described as one of the finest hotels in America, with an unlimited number of new ideas and improvements in it. One of the great events of 1894 will be the opening of this magnificent hostelry, which will cost by the time it is ready for opening nearly \$2,000,000. It bears as little resemblance to the old Planters' House as New St. Louis does to Old St. Louis, and, indeed, the two buildings may well be taken as types of the correct thing forty years ago and now. The hotel fronts on Fourth street, and is bounded by Pine and Chestnut streets. It is ten full stories high, and its front is designed in the form of an inverted E, with two recessed courts so arranged that of the 400

apartments nearly every one is a front room. The style of internal decorations is not finally settled, but it will be as fine as money can procure; and the hotel will be a source of admiration not only in St. Louis, but through the entire West. Various names were suggested for the hotel when it was designed and while it was in course of erection. It has, however, been called, by general consent, the New Planters' House, a name which it will probably retain, although it was at one time proposed to call it the Columbian Hotel, a name which would have been very appropriate and which would have served as a perpetual reminder of the date of the building's erection. This detail, however, is not of such great importance as the hotel itself, and, having got this latter, St. Louis is not worrying itself greatly over the minor question.

The Autumnal Festivities Association was formed for three seasons, those of '91, '92 and '93, and while these pages are in press it is practically winding up its operation and terminating its work. In some shape or other it will, however, be perpetuated; for an association of a permanent character will certainly be formed during 1894 to carry on the work inaugurated by the festivities association and to so large an extent successfully accomplished.

One exceptionally useful influence of the association will be found in the increased facilities it has provided for the accommodation of delegates to conventions. St. Louis has earned the title of the Carnival City of America in consequence of the lavish nature of its festivities and entertainments, and it has also long been known as the City of Conventions, because its phenomenal hospitality and its exceptional railroad facilities have made it the most popular city in the country for the holding of conventions, political, social and commercial. As long ago as 1867 a River Convention, with delegates from over twenty States and Territories, convened in the old Mercantile Library Hall, which was one of the largest public meeting places in the West. The convention laid the foundation for many improvements which the Federal government has



since carried out on the Mississippi river. Railroad conventions of great importance, but less national in character, had been held before, but this gathering excited almost universal attention. In the winter of 1872 a National Commercial Convention was held. In 1875 a National Railroads Convention was held, and many measures of importance decided upon. The unvarying success of the local entertainment committees in making delegates comfortable resulted in a strong effort being made to secure the holding of the Democratic Nominating Convention in St. Louis in 1876, and there was a general feeling of satisfaction when the telegraphic news announced that the Democrats proposed to nominate the next President of the United States here. The convention was held, and was a marked success, as was also the great River Convention of 1881.

#### **THE GREAT CONVENTION YEARS.**

During the eighties conventions followed each other in rapid succession. In 1885 a Cattle Convention of great importance was held, and 1886 and 1887 were the banner years of St. Louis in the matter of conventions. In the former year the physicians, photographers and butchers of the United States met successively in annual convention in the Exposition Hall, and enjoyed not only satisfactory and well-attended business meetings, but a glorious time of recreation as well, the citizens never tiring of subscribing to entertainment funds. The convention boom of 1886 culminated in the Knights Templar Triennial Conclave, during which carnival reigned supreme. An immediate outcome of the success of the 1886 convention season was the selection of St. Louis for the Grand Army Reunion in 1887. This was followed by a visit from President and Mrs. Cleveland, whose welcome was one they will never forget. The festivities were on a high order, and attracted enormous crowds. In 1888 the Democratic party held its Nominating Convention in the Exposition Building, where the National Saengerbund also met.

Passing over several important gatherings, mention may be made of the grand Odd Fellows'

Convention in 1891, which was a success beyond expectation. In 1892 the People's party held its organizing conference in the city, and during the same year an important Nicaragua Canal Convention was held. In 1893 the National Electric Light Association held its convention in the city, and the Exposition was besieged with applications for standing room to hear Nicola Tesla describe his triumphs over the mysteries of electricity. The furniture manufacturers, the saddlers, the florists, and the builders, as well as many other commercial organizations, met in convention in the city during the year, as did also an important monetary and trade convention of the Western States. During the fall the Autumnal Festivities Association also entertained the foreign commissioners to the World's Fair, and other delegations of importance were seen here.

A history of St. Louis and its conventions alone could be written and provide material for a large volume. All that has been attempted is to show how thoroughly St. Louis is entitled to the name "Convention City," and how admirably it has learnt its lesson as to how to entertain.

#### **THE TEN-TIMES SUCCESSFUL EXPOSITION.**

St. Louis holds the record of ten consecutive annual expositions, each of which has more than paid its own expenses. It had long been accepted as a proved fact that no city could maintain an exposition year after year successfully. Even London, by far the largest city in the world, and the first city in which an international exposition was ever held, has failed in more than one attempt to maintain a successful annual display of manufactured and artistic goods; and in nearly every large city in this country an exposition building, diverted from its original use to manufacturing or store-room purposes, stands out in bold relief in silent testimony to another failure. But in all the bright vocabulary of St. Louis, is no such word as "fail," and the Exposition has proved a success every year since it was first opened, namely, in 1884. In 1883 a number of gentlemen met at

the Mercantile Club, and after talking over the possibility of erecting an exposition building and holding an annual exposition, decided to ignore the difficulties and make the attempt. The entire funds for the work were raised locally, and although the bulk of the money was subscribed in the form of stock, it is only just to the original investors to state that they had little or no hope of return, and were actuated more by a spirit of local pride and enthusiasm than a desire to obtain a good investment. The nominal cost of the Exposition Building, which was built during the years 1883-84 on a six-acre site on Olive and St. Charles streets, between Thirteenth and Fourteenth streets, was \$750,000, but so much money has been spent in perfecting the structure that \$1,000,000 should be named as the approximate actual cost. The building is too well known to all St. Louis people to need a detailed description. The large music hall has 3,507 numbered seats, and on special occasions will accommodate twice as many people. The space intended for general displays is very large and admirably arranged, and from the first the Exposition was a success.

It was opened in September, 1884, and during the season, which lasted six weeks, over 500,000 people passed through the turnstiles. Every year it has repeated its triumph, and nearly 6,000,000 people have paid admission fee since the first opening. For several years Patrick Sarsfield Gilmore and his famous band furnished the music every season. In 1892 Col. Gilmore commenced the season with his band of 100 pieces, and just as he was enjoying the triumph of his life, that life ended with painful suddenness and the Exposition suffered severely in consequence. In 1893 John Phillip Sousa commenced a three-years' engagement with his unrivaled band, and during the season Madame Scalchi and other artists of international repute assisted in the concerts. The attendance in 1893 far exceeded expectations. It had been feared that the competition of the World's Fair, added to the general financial depression, would have resulted in a serious falling off in attendance, and the loss on the season was debated

very freely by those to whom ignorance is never bliss, but rather the reverse. Long before the close of the season it became evident that there would be a handsome surplus, and when the season closed there remained a profit considerably in excess of \$25,000—a wonderful achievement when the exceptional difficulties of the year are taken into account. Twenty years hence the work of the Exposition management will be appreciated much more highly than it is to-day, but even now it is generally realized that the men who have made the Exposition a success and who have enabled the entire bonded indebtedness to be paid off, deserve the thanks of the entire city. The first president of the Exposition was Mr. Sam. M. Kennard, who bore the burden and heat of the day for nine years and then insisted on being allowed to retire. He was succeeded by Gov. E. O. Stanard, who gave to the duties of the office the careful attention which has marked his honored career. He in turn was succeeded late in 1893 by Mr. T. B. Boyd. Too much credit cannot be given to General Manager Frank Gaiennie, whose success in 1893 must be regarded as phenomenal and by whose efforts some of the choicest exhibits at the World's Fair have been secured for the local display of 1894 and 1895. This promises quite a change in the appearance of the Exposition next year; and in view of the enterprise of the management, there seems no reason to doubt that the St. Louis Exposition will continue year after year with unabated triumph.

Although not what may be termed a New St. Louis institution, the St. Louis Agricultural and Mechanical Association deserves credit for the yeoman service it has rendered year after year. At one time the St. Louis Fair was one of the greatest events in the West, and although neither the city or country fair is the attraction it once was, the St. Louis Fair continues the greatest thing of its kind in the world. The building of the new Jockey Club House, and the erection and opening of the new grand stand are more strictly of the newer order of things, and some very excellent racing has been seen in



St. Louis. The Veiled Prophet has assisted the institution in a variety of ways, and has timed his visits so as to make them come in Fair week, or the first complete week of October.

The opening of the finest base-ball park in America in 1893 serves as a reminder of the fame St. Louis base-ball players have obtained. Although not now world's champions the "Browns" are still great ball players, and a third world's championship flag will in the near future float over Sportsman's Park.

**TRAFFIC COMMISSION  
AND  
SPANISH CLUB.**

More strictly commercial than these agencies are the Traffic Commission and the Spanish Club, already referred to. The Traffic Commission, as at present organized, is a most useful body, and it has done work for St. Louis commerce which it would have taken many years to accomplish by individual effort. It has insisted upon justice to the city in the matter of freight rates, and has succeeded in adjusting an immense number of irregularities and discriminations against this city. By its aid hundreds of miles of territory have been added to the district easily accessible to St. Louis trade, and it is still continuing its good work in a variety of ways. The commission has permanent offices in the Equitable Building, and is under the active management of Traffic Commissioner Osgood, a railroad man of unlimited experience and marked ability.

The work of the Spanish Club has already been enlarged upon. It is an institution which has somewhat hid its light under a bushel in the past, and although it has increased railroad and river connection between St. Louis and Mexico, secured reduction in rates amounting to quite a substantial percentage, and more than doubled the trade between Mississippi and Spanish-American points, but a comparatively few people appreciate the extent of its work and its triumphs. The club has now handsome quarters in the Columbia Building. Its president is Mr. L. D. Kingsland, and its secretary Mr. S. L. Biggers, both of whom have traveled extensively through Spanish-speaking countries.

The assistant and acting secretary is Mr. Bernard Mackey, for many years in the consular service.

The Citizens' Smoke Abatement Association is another organization designed to aid the trade as well as the salubrity of St. Louis. Nearly all the coal used for manufacturing purposes in St. Louis is bituminous, and the quantity of smoke sent out by the countless chimneys is very destructive to stocks of merchandise, in addition to being objectionable from both the standpoints of health and comfort. As the result of prolonged agitation, the Citizens' Smoke Abatement Association was formed some two years ago. It has succeeded in obtaining legislation against the emission of smoke. An immense number of boiler-plant owners have co-operated with the association and abated the smoke without waiting for legal proceedings. Those who failed to fall in with the procession are now being proceeded against in the courts, and although in a manufacturing city like St. Louis there will always be a certain amount of smoke, the smoke nuisance will be so far reduced as to be practically abated.

**THE MERCHANTS'  
EXCHANGE.**

During the last few months the Merchants' Exchange has purchased the building, a portion of which it has occupied for several years. The Exchange is the successor of one of the oldest commercial institutions of the West. In 1836 a meeting of merchants and traders was held and the St. Louis Chamber of Commerce established. It did not resemble in any way our present Merchants' Exchange, being rather a large market and commission house, with arrangements for arbitration in disputes. In 1847 ground was purchased at the corner of Third and Chestnut streets for the purpose of erecting an exchange building, and in 1849 the Merchants' Exchange was established and carried on more or less in connection with the Chamber of Commerce. The Millers' Convention was formed shortly afterwards; and the Millers' Exchange, established at Nos. 9 and 11 Locust street, was the first exchange in the United States established for the purpose of



bringing together buyers and sellers of grain. In 1855 a movement was started which resulted in the erection of the Exchange Hall, on Main street, which for many years was the great center of trade in the city. During the war political differences led to the organization of the Union Merchants' Exchange, a name which was retained until 1875, when it was changed to the Merchants' Exchange of St. Louis, and all the organizations were practically amalgamated. In 1874 the corner-stone was laid for the present Chamber of Commerce, which still continues to be one of the finest exchanges of its character in America. The grand hall is 221 feet in length, 92 feet wide and 80 feet high. The ceiling is perhaps the most appropriate and handsome in the country. It is finished in elaborate fresco work, with paintings in the panels. In their general details these are strikingly magnificent. The north panel is conspicuous for its characteristic types of England, Germany, Italy, France, Scotland and other nations of the Old World in the central group, with others surrounding. The southern panel has types of Asiatic and African countries, and on the cornice are the States of the Union, designated by name.

The Exchange membership includes some three thousand of the leading men of the city. The first president of the Chamber of Commerce was Mr. Edward Tracy. He was succeeded by Messrs. Wayman Crow, George K. McGunnegle, W. N. Morrison, Alfred Vincent, R. M. Henning, Henry Ames, E. M. Ryland, R. M. Funkhouser, D. A. January and William Mathews. The following gentlemen have served as presidents of the Merchants' Exchange:

1862 HENRY J. MOORE.	1878 GEORGE BAIN.
1863 GEORGE PARTRIDGE.	1879 JOHN WAHL.
1864 THOMAS RICHESON.	1880 ALEX. H. SMITH.
1865 BARTON ABLE.	1881 MICHAEL MCENNIS.
1866 E. O. STANARD.	1882 CHAS. E. SLAYBACK.
1867 C. L. TUCKER.	1883 J. C. EWALD.
1868 JOHN J. ROE.	1884 D. R. FRANCIS.
1869 GEORGE P. PLANT.	1885 HENRY C. HAARSTICK.
1870 WM. J. LEWIS.	1886 S. W. COEB.
1871 GERARD B. ALLEN.	1887 FRANK GAIENNIE.
1872 R. P. TANSEY.	1888 CHAS. F. ORTHWEIN.
1873 WM. H. SCUDDER.	1889 CHAS. A. COX.
1874 WEB. M. SAMUEL.	1890 JOHN W. KAUFFMAN.
1875 D. P. ROWLAND.	1891 MARCUS BERNHEIMER.
1876 NATHAN COLE.	1892 ISAAC M. MASON.
1877 JOHN A. SCUDDER.	1893 W. T. ANDERSON.

Mr. George H. Morgan has been secretary and treasurer since the year 1865.

The Builders' Exchange is the successor of the Mechanics' Exchange, another institution which has done good service in concentrating and developing the trade and commerce of St. Louis. It was originally organized in 1839; it was reorganized on a wider basis, under the name of the Mechanics' and Manufacturers' Exchange and Library Association of St. Louis, in 1852. In 1856 there was another reorganization, and the exchange was established very much on the basis on which it exists to-day. In 1879 its headquarters were at 106 North Fourth street, and later its headquarters were on Seventh street, between Chestnut and Market. Upwards of a year ago, it moved into elegant offices in the Telephone Building, where it continues to exercise a most beneficent influence on the building and kindred trades and interests of the city. It is universally regarded as one of the permanent institutions of the city of St. Louis, and is devoted to the building and material interests of the city, affording an opportunity to its members and all engaged in the building business to enjoy the great advantage of having a meeting place in the central part of the city for the consideration of questions of importance relating to trade matters, lettings, and so forth. The hall is so large that it is used for conventions and similar gatherings. Mr. Richard Walsh is the secretary, and the 1893 president is Mr. Wm. J. Baker.

The limits of space forbid a detailed history of the Real Estate Exchange, Coal Exchange, Brewers' Association, the Associated Wholesale Grocers of St. Louis, the Retail Grocers' Association, the Furniture Board of Trade, of which mention has already been made; the Cotton Exchange, the Wool and Fur Association, the Live Stock Exchange, the newly-formed Wholesale Clothing Association, and of the other organizations designed to aid the city's commerce in various directions. St. Louis is fortunate in both the number and extent of these associations, and the influence of their work has been felt in a large variety of ways.

## CHAPTER VIII.

## FINANCE AND BANKING.

NEW ST. LOUIS AN IMPORTANT FINANCIAL CENTER.—BANK CLEARINGS.—TRUST COMPANIES  
AND BUILDING ASSOCIATIONS.

**WE** HAVE ALREADY seen that St. Louis is the great manufacturing and commercial center of a district even larger than that which is generally described as the Mississippi Valley. It is equally true that St. Louis is the great financial center of a district almost as large. The banks of St. Louis are known throughout the entire country for their solidity and for the conservative policy which has characterized their management. The year 1893 was a peculiarly trying one for banks, and from every large city in the Union there came reports of distrust and uneasiness, followed, in very many cases, by records of actual suspension. None of the cities of the first class went through the ordeal entirely scathless, with the single exception of St. Louis, where there was not a single bank failure, nor even a suspicion of insolvency. Had it not been for the reports telegraphed from other cities, and the doleful forecasts of impending national calamity, St. Louis would have gone through the year without any knowledge of the panic, and its financial institutions would have done their ordinary business just as if it had been a great boom year. As it was, the reports of disasters elsewhere naturally led to timid depositors withdrawing money from the banks, but thanks to the solid rock foundation of these institutions, the withdrawals did not cause them any alarm, and, although the reduction in the amount of loanable capital necessarily hampered commercial progress, all demands were promptly met; and it was proved that, with all its energy and enterprise,

New St. Louis is just as solid and substantial as the unduly conservative Old St. Louis used to be.

The history of banking institutions in St. Louis need not be traced at any great length in this work. In 1816 the *Missouri Gazette* wrote on "the opulent town of St. Louis, with a capital of nearly \$1,000,000," but went on to complain that there was no bank in the city to foster business, although the territorial legislature had granted a charter for one three years before. The banks of St. Louis and of Missouri, to which reference has already been made, were established soon after this, and the use of peltry and hides in place of money began to die out. The Bank of the State of Missouri appears to have done the bulk of the banking business for some time after this, and in November, 1829, this institution, in consequence of the suspension of a number of eastern banks, passed a resolution that in the future it would receive and pay only its own notes and specie on the notes of specie-paying banks. Something of a local panic followed, and on November 13th a meeting was held to take into consideration the action of the bank. A number of the prominent capitalists of the city, including George Collier, E. Tracy, Pierre Chouteau, John Walsh, William Glasgow, John Perry, Henry Von Phul, John Kerr, G. K. McGunnegle, Joseph C. Leveille and John O'Fallon, with great public spirit pledged themselves to indemnify the bank against any loss it might sustain by the depreciation in notes. The offer was somewhat discourteously declined, and as a result the Bank of the State of Missouri was practically boycotted, and the St. Louis Gas

Light and the various insurance companies transacted most of the banking business.

Private banking houses sprang into existence about this time, and the financial troubles of 1853 and 1854 were reflected on this city. In January, 1855, there was a run on several private banks and some of a more public character; but once more the public-spirited men of St. Louis came forward and checked the run by guaranteeing deposits in the banking houses of Lucas & Simonds, Bogy, Miltenberg & Company, Tesson & Dangen, L. A. Benoist & Company, J. J. Anderson & Company, Darby & Barksdale and the Boatmen's Savings Institution. The panic was at an end and business was resumed as before. In 1857 there was a renewal of trouble, but once more it was met in the same generous-hearted manner. After the war the banking institutions of St. Louis gathered strength, and until the panic of 1873 the local financial needs were well met. In that year \$300,000 of "brown-backs" were issued. They took their name from the fact that owing to the dearth of currency, Mayor Brown recommended the Council to issue warrants to the extent of \$300,000. The proposition was accepted and the warrants or notes issued. The financial transaction was a unique one, and served its purpose remarkably well. Confidence was restored, and although there was further difficulty in 1887, that year may be named as the last in which there was any serious trouble with St. Louis banks.

#### **ST. LOUIS A CENTRAL RESERVE CITY.**

Early in the year 1887 St. Louis was made a central reserve city and a depository for national banks of other cities. This recognition by the Federal government of the importance of St. Louis as a financial center has had the effect of making St. Louis exchange used much more generally throughout the entire West and Southwest, and a very much larger number of banks in other cities have included St. Louis financial institutions in their lists of correspondents. Several of the largest firms have still further emphasized the importance of St. Louis by remitting their personal checks on city banks for the payment of ac-

counts due in other cities. This practice has not yet become as general as it ought to be, and efforts have been made during the last two or three years to make the practice universal. Some firms still adhere to the old practice of purchasing exchange on New York and remitting the same in payment of accounts, a practice which involves a loss in illegitimate bank clearings of several millions per month.

A large majority of the city banks favor the remitting of personal checks in preference to the purchase of exchange, and their influence is being gradually made perceptible in the right direction. In the days of Old St. Louis it was quite a usual practice for large firms to keep a banking account in New York, and to pay all eastern accounts by checks drawn on their New York banks. This plan is obviously unjust to a city of the magnitude of St. Louis, and, although it will take several years to make the remission of St. Louis checks to all outside points general, it is gratifying to know that very few firms now adhere to the plan of checking on New York instead of on banks of their own city. Considering the high financial standing of St. Louis banks and the central location of the city, St. Louis checks ought to be accepted at par in all parts of the country, and they are done so when any attempt is made to insist.

Only once has New St. Louis seen a bank failure. That was eight years ago, and was the result of a personal breach of trust, and not of commercial or financial depression. The last statement as to banks and banking capital in Old St. Louis shows that the capital and surplus was \$13,492,964; the savings and time deposits, \$8,901,522; the current deposits, \$32,827,489, and the circulation, \$632,850. This was in 1882, and at the present time the banking business of the city has gained such proportions that the capital of the national banks alone exceeds \$26,000,000; the surplus and profits, \$3,000,000, and the loans and discounts, \$23,000,000. The following official statement of the twenty-six leading St. Louis banks, is one of which the city is naturally proud, and it shows very clearly the financial solidity of New St. Louis:



## OFFICIAL STATEMENT OF THE TWENTY-SIX LEADING ST. LOUIS BANKS.

## RESOURCES.

BANK.	Currency and Coin.	Checks and Exchange.	Loans and Discounts.	Bonds and Stocks.	Real Estate, Furniture and Fixtures.	Expense.	Overdrafts.	Totals.
Bank of Commerce	\$1,499,834.30	\$ 822,593.48	\$5,844,068.25	\$ 724,071.37	\$ 530,000.00	\$	\$ 1,922.06	\$9,422,489.46
Boatmen's	1,124,463.89	492,778.79	5,481,271.46	259,050.24	508,321.85		75,313.85	7,941,200.08
Fourth National	971,840.56	284,638.56	3,290,032.37	664,610.00	20,237.65	43,002.25	3,074.15	5,277,435.54
Continental Nat'l	938,732.01	789,427.04	2,909,671.38	508,703.79	50,000.00		418.22	5,196,952.44
State Bank	767,174.68	187,645.34	3,260,564.04	286,327.73	44,269.91		6,225.28	4,552,206.98
St. Louis National	591,333.88	748,350.84	2,675,369.12	59,000.00	211,000.00	6,871.77	21,160.64	4,310,076.25
German Savings	365,262.70	398,865.11	2,745,923.50	490,000.00	63,131.37		5,091.89	4,068,264.57
Mechanics'	695,871.13	501,649.90	2,659,568.56	3,523.00			1,120.10	3,861,732.69
Commercial	1,050,234.63	329,782.42	2,171,975.86	4,977.10			3,929.08	3,560,899.09
Laclede National	545,478.65	410,756.88	2,370,824.61	69,500.00	50,663.97	24,863.15	1,108.49	3,473,195.75
Third National	430,001.64	332,629.92	2,091,922.00	94,612.50	180,000.00		5,882.80	3,135,048.86
German-American	567,324.95	259,664.55	1,651,002.83	480,200.00	30,000.00		536.72	2,988,729.05
Franklin	294,702.05	181,108.27	1,625,649.52	654,630.00	134,000.00		2,830.91	2,892,920.75
Merchants' Nat'l	522,275.47	197,538.90	1,934,707.56	58,000.00		23,752.30	1,486.42	2,737,760.65
Lafayette	310,846.93	209,344.09	1,715,367.17	224,300.00	500.00		5,329.80	2,465,687.99
Am. Exchange	183,691.91	161,661.00	1,643,539.27	3,200.00	126.64		10,474.22	2,002,693.04
Northwestern	86,344.60	121,270.59	1,120,462.51	352,127.68			1,315.10	1,689,520.47
Nat. B. of Republic	233,519.29	243,515.33	1,044,564.58	60,850.00	17,500.00		394.46	1,600,343.66
Bremen	69,563.45	145,169.29	691,123.06	265,500.00	19,000.00		567.54	1,190,923.34
Mullanphy	80,518.10	33,306.70	825,103.15	154,513.24	37,831.46		2,316.80	1,133,589.45
Chemical National	130,599.73	98,535.95	796,249.37	57,000.00	10,000.00	231.41	3,328.66	1,095,945.12
International	138,265.30	36,220.15	589,943.72	64,289.04	59,789.62		278.54	888,786.37
Citizens'	219,601.25	66,614.37	514,212.46	5,825.92	9,879.94		2,062.41	818,196.35
South Side	140,483.39	92,015.38	441,790.23	113,386.00	3,800.00		1,906.02	793,381.02
Southern Com'l	12,192.95	21,729.67	205,314.79	5,797.77	10,774.48		406.90	256,216.59
Jefferson	37,143.65	4,160.42	121,190.05		1,900.00		2,235.19	166,629.31

## LIABILITIES.

BANK	Capital.	Surplus and Profits.	Circulation	Individual Deposits.	Bank Deposits.	Time Deposits.	Bills Payable.	Totals.
Bank of Commerce	\$3,000,000.00	\$ 884,604.10	\$ 45,000.00	\$3,032,192.97	\$1,578,014.63	\$ 882,667.76		\$9,422,489.46
Boatmen's	2,000,000.00	541,535.60		3,012,400.10	365,475.66	1,921,797.72		7,941,200.08
Fourth National	1,000,000.00	848,179.28	45,000.00	1,787,154.64	1,153,921.30	393,179.32	50,000.60	5,277,435.54
Continental Nat'l	2,000,000.00	259,883.20	45,000.00	1,624,577.00	1,133,084.84	134,407.46		5,196,952.44
State Bank	650,000.00	1,197,089.44		2,081,305.70	233,281.73	391,530.11		4,552,206.98
St. Louis National	1,000,000.00	190,212.43	45,000.00	1,315,403.76	1,596,269.47	163,190.59		4,310,076.25
German Savings	250,000.00	524,511.87		1,515,772.84	30,590.72	1,528,843.32	218,545.82	4,068,264.57
Mechanics'	600,000.00	688,200.91		1,745,793.81	361,269.48	402,128.08	64,310.41	3,861,732.69
Commercial	500,000.00	530,219.79		2,202,974.07	311,934.74	15,770.49		3,560,899.09
Laclede National	1,000,000.00	194,711.75	45,000.00	1,401,134.39	745,993.38	86,356.23		3,473,195.75
Third National	1,000,000.00	330,987.82	45,000.00	1,045,055.27	714,005.77			3,135,048.86
German-American	150,000.00	661,019.38		1,394,191.49	137,085.75	646,432.43		2,988,729.05
Franklin	200,000.00	462,931.61		1,037,768.63	216,781.45	975,439.06		2,892,920.75
Merchants' Nat'l	700,000.00	246,972.51	45,000.00	1,064,005.75	475,241.28	206,541.11		2,737,760.65
Lafayette	100,000.00	251,284.69		957,325.52	3,918.01	1,153,359.77		2,465,687.99
Am. Exchange	500,000.00	357,738.61		798,090.16	184,152.81	92,752.67	69,958.79	2,002,693.04
Northwestern	100,000.00	134,099.86		414,822.85		1,040,597.76		1,689,520.47
Nat. B. of Republic	500,000.00	24,442.86	45,000.00	443,197.04	503,411.11	84,292.65		1,600,343.66
Bremen	100,000.00	137,000.00		402,521.75		551,401.59		1,190,923.34
Mullanphy	100,000.00	160,885.98		334,220.24	9,274.43	529,108.84		1,133,589.45
Chemical Nat'l	500,000.00	36,288.98	45,000.00	344,345.80	90,669.33	79,642.01		1,095,945.12
International	200,000.00	84,872.94		400,853.64	56.73	263,003.02		888,786.37
Citizens'	200,000.00	71,665.38		415,230.67	10,783.35	120,516.95		818,196.35
South Side	300,000.00	35,323.13		306,311.61	17,228.41	134,517.87		793,381.02
Southern Com'l	100,000.00	14,069.33		91,034.38		51,112.88		256,216.59
Jefferson	100,000.00	3,239.65		59,556.56		3,833.10		166,629.31

It is universally conceded by experts that the St. Louis banks keep themselves in an exceptionally solid position. The statement on the preceding page was prepared during the financial depression, and shows the institutions at their worst, instead of their best. Yet, the available funds for the surplus reserve averaged forty to forty-four per cent, as compared with less than twenty-five per cent in New York, and similar percentages elsewhere. The number of banks in St. Louis does not increase rapidly, but it is observed that those already in operation increase their facilities for doing business steadily, and one after the other they secure more handsome, commodious premises for the transaction of their business. Some of the most desirable corners in the city are now occupied by banks, and during the last few months several important changes of location have taken place.

In addition to banks proper, St. Louis has three very large trust companies, which are transacting a banking business of great importance, as well as acting as trustees and executors and filling in many other ways a want long felt in financial circles. These institutions do not at present make use of the Clearing House directly in their transactions, and hence the business of that institution is not increased to the extent that the business done would appear to indicate. This last-named institution was organized in 1868, and has continued without interruption since. The first president was Mr. W. E. Burr, president of the St. Louis National Bank, who was succeeded in 1873 by Mr. Charles Parsons. In the same year Mr. Edward Chase became manager, and for the last twenty years he has conducted the vast transactions of the Clearing House Association with marked ability. In 1875 an amendment was made to the constitution making the minimum capital of members \$150,000, a conservative policy which is still maintained.

As already mentioned, the returns of the St. Louis Clearing House do not adequately represent the financial transactions of the city. This is largely because of the comparative diminutive amount of speculation and dealing in options

in St. Louis as compared with other more reckless centers. There is also an absence of any attempt here to make the figures better than they really are. Thus, in some centers checks are issued with the endorsement that they are payable only through the clearing house, and hence all purely local transactions become added to the total. Also, in St. Louis it is the almost invariable practice to pay wages in cash and not by means of checks, as is a common practice in many industrial centers. In addition to this, it is the practice of the St. Louis banks to pay their daily balances to each other in currency. In many cities the certificate given by the Clearing House to banks, showing the amount coming to them on the balances from other banks, are treated as checks and cleared the following day, so that the amount of the balances of one day is added to the total clearings of the next. It is really a question of arithmetic and book-keeping only, but the subject is worthy of mention, because it is important St. Louis people should realize that every dollar returned as being cleared represents that amount of actual business.

In spite of this strictly conservative policy, the bank clearings of New St. Louis have steadily increased. They averaged considerably less than \$60,000,000 a month when the change from the old to the new took place. In 1886 they averaged a little less than \$70,000,000 a month, from which year they gradually increased until the year 1892, when they averaged a trifle over \$100,000,000 per month. The year 1893 opened up most auspiciously in the matter of banking business. December, 1892, had broken the record in the bank clearings, with a gain of \$7,000,000 over the preceding year; the returns for the first month of the new year were \$16,000,000 larger than the preceding January, and the returns for the first quarter were very largely in excess of the corresponding period of any preceding year, being more than forty-five per cent greater than 1886.

The table on page 93 shows the bank clearings for the current year, and for the seven preceding years.



## BANK CLEARANCES.

MONTH.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.
January	\$ 65,215,966	\$ 71,441,522	\$ 73,489,445	\$ 84,199,804	\$ 94,715,140	\$ 97,620,745	\$ 98,855,240	\$ 114,721,817
February ..	56,865,185	64,016,573	73,682,245	72,500,989	83,143,841	82,018,043	97,370,011	93,519,692
March ..	62,407,170	75,820,934	75,136,605	79,774,733	87,236,790	89,648,649	99,186,662	108,371,973
April ..	63,523,300	73,773,478	72,004,856	71,892,175	93,455,536	89,499,582	103,381,629	107,761,079
May ..	70,800,052	79,768,575	73,797,059	83,738,646	100,925,642	90,605,844	94,098,641	109,151,206
June ..	62,760,710	75,821,594	69,957,876	83,333,370	92,250,636	87,120,315	99,575,498	95,321,231
July ..	74,369,918	74,227,069	67,134,909	82,207,885	92,940,902	95,688,688	100,027,298	82,596,431
August	70,449,412	77,007,133	75,230,076	81,869,657	88,342,008	97,504,202	105,289,130	68,744,079
September	71,543,696	74,537,207	78,265,484	80,511,105	93,532,926	97,411,603	101,702,686	75,437,705
October ..	69,822,165	74,855,029	83,430,317	95,632,681	99,714,641	104,433,739	106,999,568	86,439,652
November	68,375,951	72,757,656	72,291,801	84,020,747	94,534,031	97,808,462	108,090,990	96,174,462
December	74,660,537	80,500,961	86,054,204	87,810,838	97,781,118	110,239,721	117,662,598	
	\$810,759,062	\$894,527,731	\$900,474,878	\$987,522,629	\$1,118,573,210	\$1,139,599,573	\$1,231,571,963	

A most gratifying event of the last four or five years is the increased standing of St. Louis as a money center. The stability of rates in St. Louis has attracted general attention. Manufacturing establishments in search of locations have been largely induced to locate here because of the certainty of obtaining accommodations when required. More than that, the city's loaning business has extended over a much larger territory. Boston has for years advanced money for enterprises throughout the entire country, and St. Louis recognizes with gratitude the assistance the great New England town has rendered many of its valuable enterprises. Now St. Louis is in the habit of accommodating not only western and southwestern cities, but also many of the large eastern cities to which we used to look in years gone by. During the year 1892 this business gained very rapidly. During the preparations for the World's Fair a very large amount of money was taken out of St. Louis for the purpose, and more recently loans of large amounts have gone to Denver, Kansas City, Dallas, Galveston and other western and southern centers.

As a very powerful lever in raising New St. Louis to its present position socially, commercially and financially, the building and loan associations deserve special notice. Philadelphia used to claim a monopoly of the distinction of being a city of homes. New St. Louis competes with it for a right to the name, and it is probable that the percentage of inhabitants owning their own homes is now fully as large

in the metropolis of the West and Southwest as in the City of Brotherly Love. It was the building associations that helped thousands of Philadelphians to become home-owners, and it is the same agency that has reduced the ranks of the renters and increased the number of owners in this favored city. It is unnecessary to devote space to the origin of building associations in St. Louis. Some that were established during the last years of Old St. Louis have recently accomplished their purpose, furnished a home to each member who persevered in his effort to obtain one, and more than kept faith with their original members. It was not, however, until New St. Louis had been thoroughly established, and the new order of things had become generally accepted, that the number of building associations became large enough to exert any very important influence upon the growth and development of the city. During the years 1886, 1887 and 1888, associations were started in large numbers, and a great majority of them have done magnificent work, both for their members and for the city. Some of the more recent ones formed have fallen into the error of promising rather more than they can possibly fulfill, but they have, by the reduction of their charges, made home-buying exceedingly easy, and to their influence may be attributed the transformation of several districts within the city limits and out in the country to settlements of comfortable homes and substantial, if not stylish, houses.



## CHAPTER IX.

### BUILDING IMPROVEMENTS.

ONE HUNDRED MILES OF STREET FRONTAGE BUILT UPON IN THREE YEARS.—HISTORY OF  
THE FIRE-PROOF OFFICE-BUILDING ERA.—INVESTMENTS IN IMPROVEMENTS  
AND THEIR INFLUENCE UPON VALUES.

**M**ENTION HAS already been made of the influence of rapid transit and of building associations in increasing the area of the residence sections of St. Louis, and although it is probable that the street railroads are entitled to the bulk of the credit, it is certain that the expansion of the city's financial institutions and the general work of the building associations have given to the building industry an impetus during the last five or six years which has been much too general and far-reaching in its character and operation to be described as a "boom." The year 1892 was the banner year of St. Louis' building, for during it the enormous sum of \$20,000,000 was expended on buildings actually completed, to say nothing of those in course of construction on January 1, 1893. The total number of building permits issued during the year was 5,497, and as evidence of the character of the improvements it may be mentioned that only twenty per cent of the permits were for frame buildings. The nominal value of the improvements, as shown by the building commissioner's book, was about \$17,000,000, but this is no criterion of actual value because of the invariable undervaluation. In St. Louis the cost of a permit to build is calculated upon a percentage of the alleged value of the proposed building, and the habit of underestimating is a natural result of this rather inconsistent rule. It is probable that the sale-price of the buildings authorized to be erected during 1892 was

\$25,000,000, so that the estimate of \$20,000,000 actually expended on completed structures is quite a reasonable one. The lot frontage covered by new buildings in 1892 was 201,440 feet, equivalent to a single row of buildings thirty-nine miles long. This means that thirty-nine miles of street frontage was actually built upon, and the effect of the change on the aspect of the city can easily be appreciated even by those who have not been fortunate enough to go over the ground for themselves. The lot frontage covered in 1891 was thirty miles, and that of 1890 was nearly as great, so that during the three seasons the mileage of built-up streets in St. Louis was increased nearly 100 miles, an achievement of which the city is naturally proud and which it will be hard for any other city to duplicate.

To grasp the real import of these astounding totals, it should be remembered that the aggregate value of the buildings authorized to be erected in 1878 was \$2,432,568, and even in 1882 the total was only \$6,163,545. After this the influence of improved streets, rapid transit, building associations, and New St. Louis ideas generally began to be more apparent, and in 1889 the aggregate values mentioned in the building permits ran into eight figures. Since that time the increase has been very rapid, the total being nearly \$14,000,000 in 1891, nearly \$17,000,000 in 1892, and close upon \$9,000,000 for the first six months of 1893. The values given as rough—and it may be added parenthetically, carefully undercalculated—estimates by

the projectors of new buildings on applying for permits during the actual life of New St. Louis exceed in the aggregate \$120,000,000, and it is believed by competent valuers that the buildings erected under these permits have cost at least \$200,000,000. Little wonder, under these circumstances, that the appearance of New St. Louis of 1893 is entirely different from that of Old St. Louis in 1883.

**RAPID INCREASE  
IN VALUE OF  
TAXABLE PROPERTY.**

Many old buildings of considerable value have been removed to make room for new ones, and

hence the increase in the assessed valuation is not quite so large. But since 1878 the total has about doubled. The 1894 valuation will certainly exceed \$300,000,000, as compared with \$245,000,000 in 1890, and \$165,000,000 in 1880. The city comptroller estimated the value of the city's real estate in 1890 at \$141,000,000 more than the assessed valuation, and the estimate was a conservative one. Upon this basis the value of the real estate in the city is now nearly, if not quite, \$400,000,000, while it is doubtful if that sum would purchase nearly all the realty in St. Louis. These figures are too large to be easily grasped, but they show as no argument could demonstrate, how stupendous has been the city's building growth since its second birth.

Reverting to the character of buildings, it may be mentioned that the number of new structures erected in 1890, 1891 and 1892 was about 14,500, of which only 4,000 were frame. The percentage of frame houses to brick has been gradually decreasing. In the eighties about one-third of the new buildings were constructed of lumber, as compared with little more than a fifth at the present time.

The immense number of buildings constructed since the census was taken is of special interest as bearing upon the question of population, and justifies the claim made by directory publishers and canvassers, that the number of inhabitants has increased much more rapidly during the last three years than during any corresponding period of time in the history of St. Louis. Besides the activity in the erection of new build-

ings, great enterprise has been shown in the improvement and enlarging of existing structures. The real estate sales for the year 1892 reached, as shown in the records, a total of \$62,000,000, or a great deal more than \$1,000,000 a week. Upwards of 40,000 deeds were filed at the office of the recorder of deeds during the year, and nearly 8,000 deeds of trust were released. During the same year 120,000 feet of land was subdivided, but the subdivision did not keep pace with the building, and as a result there were seven miles less of unbuilt-up streets at the end of the year than at the commencement. Acre property within the city limits is getting very scarce, and the demand for residence property has grown so rapidly that values do not compare at all with those of a few years ago. The extreme western district is now very largely built up, and the price at which lots are held is restricting improvements to those of a very costly character. In the extreme northwest, the extension of the Benton-Bellefontaine road and its equipment of electricity, together with the construction of the Belt Railroad has caused an awakening, and the sales in this section have been very large in consequence. A number of New St. Louis men have made their homes in the extreme south of the city, where building has been carried on with great activity and where the vacant lots are becoming more and more scarce.

Another characteristic of the new buildings, in addition to the more general use of brick and stone, is the improved architectural excellence and the increased value generally. In the residence portions of the city, which were more especially referred to in the opening remarks of this chapter, the change is remarkable. About eighteen months ago a large delegation from the National Press Association was entertained in St. Louis, and the visitors were driven over the city in carriages placed at their disposal. They were not asked their opinions as to the city, but voluntarily expressed them; and the sentiment was unanimous that in no part of the world were so large a number of architectural styles represented as in St. Louis. Coming

from men and women who have traveled from Maine to California, and many of them from New York to London, Paris, Berlin, Vienna and Florence, an expression of opinion of this kind naturally has weight; and when one of the most inveterate Bohemians in the crowd said that there was more home-pride in St. Louis than in any other city he had visited, the sentiment was warmly applauded by his companions and appreciated by his hearers. The greatest ambition of a successful St. Louis manufacturer, merchant or professional man seems to be to build for himself a palatial home and to surround it with all the luxury and beauty which money can procure.

**BIRTH OF THE  
LOFTY OFFICE-BUILDING ERA.**

“Ground costs money and air does not,” remarked Jay Gould on one occasion when discussing the number of stories of which buildings should be composed. Old St. Louis did not appreciate the importance of this fact, and the buildings in the city were seldom more than six stories high, and very frequently only four or five. New St. Louis, on the other hand, has made high buildings a specialty, and although sky-scrapers twenty stories high have not found favor here, the most popular office-buildings are those which vary in height from ten to fourteen stories. Both types of St. Louis are still represented in its commercial and professional buildings. In the extreme eastern section of the business quarter, where at one time all the important transactions of the “Future Great” were planned and carried out, there are still to be found a number of substantial buildings four or six stories high with few, if any, modern conveniences, with slow elevator service and with a minimum of light. Many of these buildings are still in good order, and hence the old-style office-building dies hard, although the competition of the new type of building is felt very keenly.

Ten years ago this old-style office-building was regarded as the correct thing, although in other cities the theory which Jay Gould subsequently expressed so concisely had been ap-

preciated and the air was being encroached upon with considerable rapidity. Now, however, New St. Louis is represented by more than twenty office-buildings of absolutely the first class, and these are not surpassed in any other city, although, as already mentioned, extremes of height such as are found in Chicago or New York have not been attempted here. In addition to the score of buildings specially deserving mention as types of the New St. Louis idea, there are others of recent construction almost as magnificent and embracing every improvement calculated to increase the capacity of the structures and the convenience of the tenants. An excellent municipal ordinance forbids the erection of a building in St. Louis more than 100 feet in height unless its interior construction is absolutely fire-proof. Hence the new office-buildings are in no sense of the word fire-traps, but are rather to be looked upon as safer than the small buildings they have superseded, which had but indifferent means of egress in case of fire, and whose material was more or less combustible—and generally more.

The era of the fire-proof office-building in St. Louis dates back to about the year 1885, when the Equitable Building on Sixth and Locust streets was enlarged and heightened. This fine structure was originally six stories high. It was the pioneer of modern office-buildings in St. Louis, and was regarded by every one who saw it as a distinct advance on anything yet attempted in the Mississippi Valley. Being absolutely fire-proof and exceptionally well arranged, there was quite a run on its offices, and instead of tenants being sought, the only difficulty the management had to contend with was filling the demands of applicants. It was decided to have the foundation and walls carefully examined and to increase the height from six to ten stories if the plan were endorsed by competent engineers. The examination proved that the structure was strong enough to bear the weight of six additional stories easily, but the original plan was carried out, and the Equitable Building raised its head ten stories high, a monument to the enterprise of its owners and to the determination of



New St. Louis to have the best of everything that science had perfected. To-day the Equitable Building does not rank among the very highest St. Louis buildings, but in 1885 and 1886 it was looked upon with as much admiration as the Union Trust Building is now.

The Laclede Building is generally regarded as the pioneer of the lofty fire-proof buildings of St. Louis. There were a great many projects about the year 1885 looking to the erection of buildings of this character, but the first scheme of magnitude involved the erection of a ten-story building, to be known as the Union Building, on the southwest corner of Olive and Fourth streets. In the winter of 1885 and 1886 the old improvements of this corner were torn down, and it was announced that a large body of Chicago capitalists were behind the scheme, and were about to erect a building of gigantic proportions. Fairy tales concerning the proportions and decorations of the new building abounded, but local suspicion was aroused when the excavations were left untouched week after week, and the final announcement that the wealth of the capitalists had not materialized, caused more regret than surprise. The unrealized hope was not only an eye-sore, but also a source of ridicule, and a number of St. Louis capitalists, who did not boast of fabulous wealth but who had a reputation for completing every project with which they connected themselves, took hold of the enterprise and erected the Laclede Building. The Laclede Building is not the palace covered by the plans of the Union Building, but is a first-class office structure, fire-proof throughout, and constructed of Missouri granite, iron and brick. The hall walls are of polished Berdillo marble and plate glass, and the halls and ceilings are of marble. The building was watched with great interest while in course of construction, and when it was finished its elevator capacity, arrangements for ventilation and for the transaction of business, as well as the completeness of its furnishings, not only excited the admiration of St. Louis people generally, but encouraged the perfecting of projects for a number of similar and even superior buildings.

#### EARLY WORK ON FIRE-PROOF STRUCTURES.

At about the same time the Commercial Building was designed. In the early days of New St. Louis the southeast corner of Sixth and Olive streets was encumbered by improvements of a very inferior character, many years behind the times. A syndicate was formed and a lease negotiated for ninety-nine years, at \$20,000 a year, with a clause that a building to cost not less than \$200,000 should be erected on the site within the space of three years. As a result of this undertaking, the Commercial Building was designed and completed, the cost of construction being about three times the minimum stated in the lease.

The Commercial Building has since been out-classed in height, but it is still looked upon as one of the most substantial and convenient office-buildings in the West. Missouri granite and St. Louis pressed brick, two of the best building materials to be found in the world, were used in the exterior construction, with the columns, pilasters and lintels of iron. The building is absolutely fire-proof, and has 192 office-rooms. Georgia marble was used largely in the corridors and wainscoting, and a perfect system of elevators, four in number, was put in. Like the Equitable and Laclede, the Commercial Building was in its early days visited by hundreds of spectators, and even now our best office-buildings are regarded as an attraction by sojourners in other cities.

It is not suggested that the three buildings first mentioned were actually the three first to be completed and occupied, the order being rather that of the negotiations which resulted in the inauguration of a rule which has changed the aspect of down-town St. Louis and attracted the admiration of all. Olive street, in the neighborhood of the Federal Building, was largely reconstructed during the days of the fire-proof office-building awakening. Work was commenced on the Odd Fellows' Building, at the corner of Ninth and Olive streets, very early in the revival. The building is almost finished on its construction, and the summit of its tower

is 236 feet high. Missouri granite, both rock-faced and polished, was used in the construction of the first story, and the seven stories above are of St. Louis pressed brick. Iron and steel pillars and girders were freely used, and the entire work is exceptionally massive and lasting. The foundations are so strong that they would probably hold a building nearly twice as high as the one now upon them. The corridors are tiled with white marble, and the wainscoting is of the best Georgia gray and white marble. The building, which cost over \$600,000, was completed in the spring of 1889. A portion of it is occupied by the Odd Fellows' halls, offices and library, but the offices available for the public are occupied by professional and business men, and are replete with every convenience.

Adjoining the Odd Fellows' Building, and erected almost simultaneously with it is the Fagin Building, unique in its features and a structure which has been both praised and criticised by experts. It is unlike any other office-building in the city, and the front is constructed almost entirely of granite and glass. It is ten stories high, and the available space in the interior is 1,052,000 square feet. The building, despite some early criticisms, is strong and attractive. Its plan involves an abundance of light, and, although its entrance is not as attractive and handsome as a building of such altitude and cost would seem to demand, it is a grand building and has undoubtedly had its influence in a most important direction on the office-building work of St. Louis.

On Eighth street, also opposite the Federal Building and almost at the corner of Olive, is the Turner Building, which, it is claimed, was the first building erected in St. Louis fire-proof in every part. It is less lofty than some of its neighbors, but is a very handsome, substantial structure, with every possible convenience for its tenants.

The American Central Building, on Broadway and Locust street, was reconstructed during the same period, and the Bank of Commerce Building and a large number of factories and what may

be termed individual business establishments were also erected. The year 1889 found the office-building question practically settled and down-town St. Louis equipped with structures and offices handsome enough to do credit to any city and apparently numerous enough to meet every demand. It was even suggested that the work had been overdone and that there would be a difficulty in renting the offices in the new buildings. Looked at from the standpoint of St. Louis in 1893 the forecast appears ludicrous, for during the last three or four years the activity of the fire-proof-lofty-structure-builder has more than redoubled, and on every side there are to be seen grand edifices not then so much as contemplated.

**THE**

**HIGHEST OF THEM ALL.** The highest of these most recent office-buildings is the Union Trust Building, at the corner of Seventh and Olive streets. This building, which is now practically completed, is fourteen stories high, or, if the plan of counting basement and attic, common in some cities, is adopted, there are really sixteen stories. The building occupied about a year and a half in construction, including the time devoted to tearing down the old improvements and in digging out the foundations. Much longer time would have been required but for the adoption of what is known as the steel skeleton system of construction. Without this aid to building, the walls and doors in the lower stories would have had to be exceptionally thick and massive to hold the weight, but the plan adopted obviated this difficulty and added immensely to the floor-space of the building. Pillars of rolled steel and iron are extended from the foundation to the roof, and these are all sufficiently strong, not only to hold the enormous weight resting upon them, but also to stand the strain of high winds and tempestuous weather. The floor-beams and girders are also of rolled steel riveted to the uprights, and the whole building is thus one united mass, the strain being divided over an immense area. The precautions taken in the design to secure rigidity have proven entirely successful, and the building is now as



solid and substantial as though it stood but two stories high.

The building is fire-proof in fact as well as in name. Hollow fire clay tile was used largely in the construction, and the stair-cases and even the elevator guide-posts are of incombustible material, so that in the event of fire nothing but desks, chairs, window-frames and doors would burn. The building has a frontage of 128 feet on Olive street and 84 feet on Seventh street, with the advantage of a wide alley, which practically gives it three fronts. The internal court, fronting southward on Olive street, adds to the frontage so much that, although there are 300 offices in the building, the windows of each one opens direct into the air, if not sunlight. Two hundred and forty offices face the streets, and these are being rapidly occupied by tenants. The external construction is of buff terra cotta for the two lowest stories, buff brick to the thirteenth and terra cotta at the summit. The appearance is unique and somewhat peculiar, and the material used is of a character to withstand the attacks of smoke and dust and retain its color almost indefinitely. Two thousand tons of iron have been used in the construction, and there are more than seven miles of steam, water and escape pipes in the building. Three miles of electric wire were also used in the equipments, and about 25,000 square feet of marble and mosaic were required. The halls and corridors are richly decorated with marble, and the windows are of polished plate glass. The elevator service is exceptionally good, and in every office there is a hot and cold water supply service. A million dollars has been mentioned as the probable price of this lofty and remarkable structure, but, although a detailed statement has not been published, there can be no doubt that the outlay has been very largely in excess of the sum named.

**SECURITY BUILDING  
AND  
NOONDAY CLUB.**

The Security Building, on the southwest corner of Fourth and Locust streets, while not so lofty as the Union Trust, is probably the most magnificent fire-proof structure in the West. It is ten

stories high,\* and its roof 156 feet 9 inches above the sidewalk. In its construction only the most costly materials were used, and the building cost considerably in excess of \$1,000,000. The internal decorations are on a par with the magnificent outside work, and the building has a substantial, valuable appearance which excites comment from every visitor. The entrance to the elevators, from a most attractive and unusually convenient rotunda, is artistic in the extreme; and the mosaic floors are æsthetic enough for an art museum or a picture gallery. The offices are replete with every possible convenience, and are as elegant as money could possibly make them. The tenth floor is occupied entirely by the reception and dining-rooms of the Noonday Club, one of the latest additions to the commercial clubs of St. Louis. It was established in 1893, with 300 members, consisting of presidents and leading members of some of the largest and most wealthy firms of the city.

The Security Building fronts on Locust street, with two wings extending south, one on the east, and one on the west side. The club rooms are thus divided into three divisions. The central portion contains the restaurant, which on special occasions is converted into a banquetting hall. This room is finished in light colors, verging to a very pale brown and cream white. The west wing contains a regular lunch-room, with the kitchens overhead, in what may be described as the attic addition to the building. The lunch-room is finished in harmonious colors, and has windows on three sides. The billiard hall is equally well provided with light. The floors have been varnished into a glossy cherry color, and the walls are painted a deep wine-red, the ceiling being pale green. The appointments of the club, generally, are thoroughly in keeping with the design of the organization, and with the general elegance and excellence of the building in which it is situated.

\*Only complete and full sized floors are counted. The Security Building has also a basement and an attic, and hence might be spoken of as a twelfth story building. It is always the rule in St. Louis to understate, rather than exaggerate.



**TWENTY-SIX BUILDINGS  
COSTING MORE  
THAN \$500,000 EACH.**

Mention has already been made of the three exceptionally magnificent new structures of St. Louis—the Union Depot, the City Hall and the New Planters' House. In this chapter a few representative buildings of the New St. Louis type have been selected. It has not been attempted to refer to every large building constructed during the last five or six years, because even a brief description of these would occupy the space allotted to several chapters. Only those who have given the question careful attention realize the stupendous nature of the work the local builder and contractor has done. It is important to bear in mind that early in the present year there were actually in course of construction more than twenty-six buildings, each averaging in cost more than \$500,000. These included an immense number of new factories to take the place, in some instances, of buildings which had ceased to be available for the purposes desired, and also to provide accommodation for increased business and new firms. Prior to this date there had been erected, in addition to those already mentioned, such magnificent structures as the Bell Telephone Building, in which the Builders' Exchange has its headquarters; the new Globe-Democrat Building, and the Roe, Houser and Oriel buildings. The twenty-six buildings referred to as being either in course of construction or having contracts completed at the commencement of 1893 were as follows, the prices given being those named in the building permits, which, it will be seen, aggregate about \$14,000,000:

New Planters' House, twelve stories, Fourth street, between Pine and Chestnut streets, \$1,000,000; the Colonnade, ten stories, comprising a hotel, theatre and arcade, an office-building and a Turkish bath establishment, to occupy a half block on Ninth street, between Olive and Locust streets, \$1,100,000; a hotel, not yet named, ten stories, on Ninth street, corner of Pine street, \$500,000; Imperial Hotel, ten stories, corner of Market and Eighteenth streets, \$1,200,000; City Hall, in old Wash-

ington Park, fronting on Market, between Twelfth and Thirteenth streets, \$2,000,000; new Union Depot, Market street, south side, between Eighteenth and Twentieth streets, \$1,000,000;\* Hammett-Anderson-Wade's Columbia Building, southeast corner of Eighth and Locust streets, \$300,000; Mills & Averill's building, on Chestnut street, twelve stories, \$600,000; Patterson Building, southeast corner of Olive and Twelfth streets, ten stories, \$250,000; Fair Building, southwest corner of Seventh and Franklin avenue, \$150,000; Nelson Building, south side of St. Charles, east of Twelfth, eight stories, \$100,000; Hoyle Building, southwest corner of Third and Locust streets, \$75,000; McCormack Building, north side of Chestnut, between Eighth and Ninth streets, \$75,000; Interstate Investment Co.'s Building, southeast corner of Ninth and Washington avenue, \$100,000; Benoist Building, southeast corner of Eleventh and Olive streets, \$75,000; F. A. Drew Building, southeast corner of Twelfth and St. Charles streets, \$125,000; Culver Building, southeast corner of Twelfth and Locust streets, \$90,000; new Board of Education Building, northwest corner of Locust and Ninth streets, \$400,000; Rialto Building, ten stories, southeast corner of Fourth and Olive streets, \$500,000; Security Building, ten stories, Fourth and Locust streets, \$1,500,000; Wainwright Building, nine stories, northwest corner of Seventh and Chestnut streets, \$600,000; Union Trust Company Building, fourteen stories, northwest corner of Seventh and Olive streets, \$1,000,000; Puritan Building, north side of Locust, between Seventh and Eighth streets, nine stories, \$150,000; Meyer Building, southeast corner of Washington avenue and Eighth street, \$100,000; new Mercantile Club Building, southeast corner of Locust and Seventh streets, \$500,000; Famous Building, west side of Broadway, between Franklin avenue and Morgan street, \$400,000.

---

\*A comparison of the permit price of this structure with the actual expenditure, as outlined on page 67, shows better than any argument in words how inadequately the building permit returns set forth the actual building expenditure.

**LIBRARY AND  
SCHOOL BUILDING.**

The Mercantile Library Building was completed too soon to be included in this list. It is a fire-proof structure, on the corner of Broadway and Locust street, with the upper floors devoted to the library. Its reading-room is one of the largest and best equipped in the country, and it is a great advance on the old structure which made the library famous in former years. The Public Library Building, or, more correctly speaking, the Board of Education Building, four blocks west of this, is another lofty and valuable building, as different from the old Polytechnic, in which the Public School Library was situated, as New St. Louis differs from Old. Among the strictly 1893 buildings not already described, but which must be mentioned as remarkable evidences of the building activity of New St. Louis, is the new High School on Grand avenue. This building has a front facade 300 feet in length and 147 feet deep. Brick, ornamented with red sandstone, forms the outer walls, the front and two towers being faced with stone up to the second floor. There is an interior court 45x130 feet for light and ventilation, and the building contains, in addition to an immense number of class and study-rooms, an assembly-room about eighty feet square. Another is the new Mercantile Club Building, to which reference has already been made. This building has been erected on the site of the old club house and of Mr. Henry Shaw's mansion, at the corner of Seventh and Locust streets. It has a frontage of 127 feet on Locust street, and 90 feet on Seventh street. It is six stories high, and is constructed of Lake Superior red sandstone, resting on a granite base. The upper floors are of red brick, with sandstone trimmings. The design includes lofty balconies, and a gabled Spanish roof, giving the building a unique effect, very pleasing to the eye, as compared with the flat roof so universal in the modern lofty structures.

A block west of this club, the St. Nicholas Hotel is in course of construction and will soon be ready for occupation. This is another building in which the style of architecture differs

materially from that in general use, and its appearance is sufficiently handsome and even antique to give quite a name and reputation to both Locust and Eighth streets. The estimated cost of the building is about \$300,000. It is eight stories high with a balcony and a slanting red tiled roof with curved brick gables. These gables are already a source of admiration and by the time the finishing strokes have been put to the work the building will certainly be an ornament to the city. Among the peculiarities of the internal structure may be mentioned the ball-room, which is to occupy the uppermost floor. This will be one of the most gorgeous ball-rooms in the country, and is likely to be used very largely for entertainments of a public and semi-private character.

No reference to the buildings of 1893 can be complete without something more than a passing mention of the Rialto Building on the southeast corner of Fourth and Olive streets, a thoroughfare which in years gone by was the center of commerce of the city, but which in the early days of New St. Louis was rather out-classed by streets slightly more western. The new hotel, the Security and Laclede buildings and the Rialto are only four evidences of the determination of property owners to restore the street to its former commercial precedence and grandeur. The Rialto Building is ten stories high and is constructed of steel and iron encased in massive blocks of granite and red sandstone. It fronts ninety feet on Fourth street and rather less on Olive street, and its cost was considerably in excess of \$500,000. The external appearance is rendered attractive by the architectural device to increase the light and capacity of the offices, and the internal arrangements are complete in the extreme, the elevator plan being remarkable for its simplicity and good service. Adjoining, and in the shadow of this building, is the Bank of the Republic structure. This bank was established on Ninth and Olive streets, where it has built up a large and lucrative connection. It has, however, decided to move on Fourth street, and has erected a building ~~one~~ story high and remarkably attractive in its ap-



pearance. The front is of Italian marble exquisitely carved in draped figures, and the entire roof is of heavy glass. Instead of erecting a high building and renting the upper offices, the bank preferred the more costly plan of a one-story building devoted entirely to its own use. The structure is thirty-five feet high, and each foot cost about \$1,000 to construct.

**IN THE  
WHOLESALE SECTION  
OF THE CITY.**

Among the buildings costing upwards of \$500,000 and erected in 1893, was the Martin Building, on Tenth street, between Washington and Christy avenues. This is right in the center of what may be termed the wholesale district of St. Louis, and the building is designed exclusively for wholesale purposes. It occupies a space of 70x205 feet, and is eight stories high. The two first stories are in blue Bedford stone, the remainder being in light colored Roman brick with terra cotta trimmings. There is a court in the center entered through an arched gateway on Tenth street. The Collier Block is on Washington avenue, Fourth, and St. Charles streets, and when completed will occupy an entire half block, with side frontages of 150 feet on both Washington avenue and St. Charles street. The main floors are of iron columns filled in with plate glass, and the upper floors are of dark gray brick with terra cotta trimmings, surmounted above the sixth floor by a Florentine cornice.

The Columbian Club House and the new Good Shepherd Convent, although not strictly commercial structures, were in course of erection during 1893 at a total cost approximating \$750,000. The Columbian Club House is situated at the corner of Lindell boulevard and Vandeventer avenue. It is a good type of the Italian renaissance style of architecture, with a facade of buff Roman brick and buff Bedford limestone. The building is four stories high and has a frontage of 114 feet. The new Good Shepherd Convent, costing nearly \$500,000, is in course of construction on Gravois avenue, a little west of Grand. The tract of land was presented by Adolphus Busch, and upon it is being constructed a building in Romanesque

style, with little unnecessary ornamentation but of large capacity. The principal facade is 400 feet long, and the building is three stories high.

Space prevents a detailed description of all the elegant buildings in course of construction at the present time, or which have been built during the last three years, but enough has been written to show that capitalists have an unlimited confidence in the future of New St. Louis and are willing at all times to invest freely in buildings of the better class. And it is very important to emphasize the fact that, although the year 1893 has been in every way unfavorable for new enterprises and generally discouraging for mercantile interests, there has been no difficulty in renting the rooms and offices in the new buildings, although the apartments now number several thousand. Favorite offices in the best buildings having the very best sites and locations have been secured long before work was completed, and the rapidity with which the new buildings have filled up is a striking testimony to the expansion of St. Louis and its manufacturing, commercial and financial interests. No city on the continent has been transformed more completely by aid of the builder and contractor during the last six or eight years, yet the percentage of vacant offices in St. Louis is smaller than in any other large city. In other words, phenomenal as has been the increase in building, the demand has more than kept pace with that increase; and from every appearance it is still continuing to grow.

**A COMPARISON  
OF  
REALTY PRICES.**

The growth of the city, and the immense expenditure on improvements, has had a marked effect on the value of real estate. There has never been any wildcat speculation in the city, and, although the transactions have frequently shown a total consideration money exceeding on an average \$1,000,000 a week, and continuing for many weeks, the bulk of the investing has been for the purpose of improvement, and not for mere speculation. It is on record that the ground now bounded by Market and Wash streets, and by Broadway and Jefferson avenue, was once sold for \$4,000



in cash and 2,400 levies of furs. The value of this property to-day exceeds \$250,000,000, and it includes some of the most costly frontages in St. Louis. There are several frontages worth more per foot than was paid for this entire tract in the city's early days. Thus, the corner of Broadway and Olive street is estimated to be worth more than \$10,000 a foot; passing up Olive street the value decreases slightly going west. Thus, Seventh and Olive ground is worth about \$8,000 a foot, while at Twelfth and Olive it is worth \$2,500. West of Jefferson avenue the value decreases less rapidly, and even as far west as Jefferson avenue available corners sell at \$1,500 a foot front. The average value of Olive street property, between Twelfth street and Broadway, is \$6,834; and between Twelfth street and Jefferson avenue it is \$2,000. There are about 14,600 feet of ground on Olive street, between Broadway and Jefferson avenue. The value of the property between Twelfth street and Jefferson avenue is \$19,466,000; and between Twelfth street and Broadway it is \$33,249,378.

These figures, of course, do not include the value of any building improvements on the property. Olive street frontage, in the business part of the city, is regarded as the most valuable property in the city at present. Locust street and Broadway is worth \$6,000 a foot. At Seventh street, Locust street property is worth \$2,000 a foot; at Twelfth street, \$1,500; and at Jefferson avenue, \$300. The average value per foot, west of Twelfth street, is \$3,166. Between Twelfth street and Jefferson avenue it is \$900 a foot. The estimated value of the property on Locust street, between Broadway and Twelfth street, is \$15,399,156, and between Twelfth street and Jefferson avenue it is \$8,758,800. St. Charles street at Broadway is worth \$4,000 a foot. At Seventh street it is worth \$1,200 a foot; at Twelfth street, \$1,500 a front foot. West of Twelfth street, St. Charles street is practically no street. The average value of St. Charles street property, between Twelfth street and Broadway, is \$2,233 a front foot, or \$10,865,778.

The corner of Washington avenue and Broadway is worth \$6,000 a front foot. At Seventh street, Washington avenue property is worth \$3,000 a front foot; at Twelfth street, \$2,000; and at Jefferson avenue, \$1,000. The average value per foot, east of Twelfth street and west of Broadway, is \$3,667 a foot, and between Twelfth street and Jefferson avenue the average value is \$1,500 a foot. The property east of Twelfth street, on Washington avenue, is worth about \$17,596,800. The property on Washington avenue, between Twelfth street and Jefferson avenue, is worth, approximately, \$14,400,000. Lucas avenue and Broadway is worth about \$3,000 a foot. At Seventh street, Lucas avenue property is valued at \$1,000 a foot; at Twelfth street, \$800; and at Jefferson avenue, \$200 a foot. The average value per foot between Twelfth street and Broadway is \$1,600 a foot; and between Twelfth street and Jefferson avenue it is \$500 per foot. The property on Lucas avenue, between Twelfth street and Broadway, is worth about \$7,680,000; and between Twelfth street and Jefferson avenue it is worth \$4,800,000. The corner of Morgan street and Broadway is worth about \$2,000; Seventh and Morgan is worth \$800 a foot; Twelfth and Morgan, \$1,000; and Jefferson avenue and Morgan, \$300 a foot. The average value of Morgan street property, between Twelfth street and Broadway, is \$1,266; and the average value of Morgan street property, between Twelfth street and Jefferson avenue, is \$650 a foot. The total value of Morgan street property, between Twelfth street and Broadway, is \$2,560,356; and between Twelfth street and Jefferson avenue it is \$6,325,800. The corner of Broadway and Franklin avenue is worth \$4,000 a foot. At Seventh street, Franklin avenue property is worth \$1,500 a front foot; at Twelfth street, \$1,500; and at Jefferson avenue, \$750. The average value per foot east of Twelfth street is \$3,333; and between Twelfth street and Jefferson avenue it is \$1,125. The estimated total value of the ground between Twelfth street and Broadway, on Franklin avenue, is \$15,108,689; and between Twelfth street and Jefferson avenue it is \$11,099,250.

**ST. LOUIS REAL ESTATE  
AS AN INVESTMENT.**

These figures are selected as evidence of the growth in values. It will be noticed that they are not speculative in any way, because nearly all of the property mentioned is improved with substantial buildings, and has not been bought and sold for speculation at values based upon surmises and possible growth. In the neighborhood of the new Union Station the increase in values has been more phenomenal and more speculative. Within four years prices have increased from five to ten-fold, although purchases are made without regard to the value of existing improvements. The influence of the enterprise of the Terminal Association has been felt to so marked an extent that the neighborhood within a few blocks of the depot is being completely reconstructed, and elegant hotels, boarding-houses, stores and mercantile establishments are taking the place of the comparatively small dwelling-houses which monopolized the frontage during the last decade of Old St. Louis and the first five or six years of New. The heavy expenditure in railroad improvements in the North End has had a similar influence on values, and, indeed, at the present time, it is almost impossible to obtain property at prices approximating those that were asked five or six years ago, and even more recently. The sudden withdrawal of capital from investment during the summer and fall of 1893 did not have any material effect on values in St. Louis. The number of purchasers, of course, was greatly reduced, and sales were much harder to consummate; but holders had such unlimited faith in both the present and future greatness of St. Louis that they declined to sacrifice, and the number of "hard times" sales at cut prices was very small. St. Louis real estate was the last to feel the influence of the depression, and the first to benefit by the restoration of confidence, and the business during the winter has not been far below the average. These facts show that St. Louis is not a "boom" town, and that, as an investment for large and small sums, its real estate offers advantages not to be equaled elsewhere.

Immense fortunes have been made out of judicious investments in the city; and in still more instances substantial and satisfactory returns have been received. The reputation for solidity and conservatism in finances has helped the real estate interests of St. Louis to a marked extent. The amount of loanable capital from a distance has always been large, and one company alone, the Connecticut Mutual Life Insurance Company, has loaned upwards of \$20,000,000 in St. Louis since its general awakening and revival. Mr. E. S. Rowse, who has negotiated the loans, rejoices in the fact that his books show an absolutely clean record, not a single case of foreclosure marring their pages. This company has loaned about \$35,000,000 in the State, and its success and enterprise is merely quoted because of the very profitable faith in St. Louis and in Missouri which the vastness of its operations demonstrates so conclusively.

At the time of this writing millions of dollars are known to have been withdrawn from speculative investment and placed in deposit vaults, where the money is unproductive. The loss of thousands of dollars a year in interest this way naturally arouses capitalists of every grade to a sense of the error they are committing, and the indications are that a greater portion of the money will be taken from the "stockings" without further delay and invested where it is quite as safe and a thousand times more productive—St. Louis real estate. The natural consequence will be renewed and increased activity during the coming year, with countless projects of improvements and hundreds of new buildings. If this work partook of the nature of advice to investors, there would be no better ending to this chapter than a recommendation to investors to take time by the forelock and make their selections and purchases before the enhancement of values which the increased demand of the coming spring is certain to create. The speculator is not very likely to make a mistake if he selects New St. Louis as the field of his operations; while the investor has a still greater guarantee of satisfactory returns.

## CHAPTER X.

## MUNICIPAL DEVELOPMENT.

THE NEW WATER-WORKS. NEW CITY HALL. NEW ST. LOUIS. THE PIONEER IN STREET  
SPRINKLING AND ELECTRIC LIGHTING.

THE PROGRESS made in municipal institutions and features during the last ten years has been enormous, and the New St. Louis idea has been warmly supported and fostered by the city authorities. In the first chapter the city's incorporation and the extension of the city limits from time to time are briefly recorded, and in pursuance of the plan on which this work is based, only those features which have a strong bearing on the city's new growth will be dealt with at any length, while nothing in the shape of a municipal history of Old St. Louis will be attempted. It is impossible, however, to omit a tribute to the genuine integrity and zeal of the men who have been placed at the head of the city government from time to time. The earlier mayors were not assisted by commissioners, as now, and all the detail work passed through their hands. At this stage of the city's history the mayor is at the head of an immense body of workers, and the Board of Public Improvements has a president whose duties are as numerous as the sands on the sea-shore. The other members of the board are the street, water, sewer, harbor and park commissioners, each in control of the department from which he takes his name. The health department is managed by a commissioner who has no seat in the "B. P. I." cabinet, and among the other heads of departments are the city register, the supply commissioner and the building commissioner.

The following table, giving the names of the mayors of St. Louis since the city's incorpora-

tion, and data as to population, will be of interest, and will also show concisely how rapidly the city has grown:

Period of Administration	Mayor	Decennial Census	Population
1823-28	Wm. Carr Lane	1820	4,928
1829-32	Daniel D. Page	1830	5,852
1833	Samuel Merry*		
1833-34	J. W. Johnson		
1835-37	John F. Darby	1835	8,316
1838-39	Wm. Carr Lane		
1840	John F. Darby	1840	16,469
1841	John D. Daggett		
1842	George Maguire		
1843	John M. Wimer		
1844-45	Bernard Pratte		
1846	P. G. Camden		
1847	Bryan Mullanphy		
1848	John M. Krum		
1849	James G. Barry		
1850-52	L. M. Kennett	1850	74,439
1853-54	John How		
1855	Washington King		
1856	John How		
1857	John M. Wimer		
1858-60	Oliver D. Filley	1860	160,773
1861-62	Dan. G. Taylor		
1863	Chaun. I. Filley		
1864-68	Jas. S. Thomas		
1869-70	Nathan Cole	1870	310,963
1871-74	Joseph Brown		
1875	Arthur Barrett		
1875	James H. Britton		
1876	Henry Overstolz		
1877-81	Henry Overstolz	1880	350,518
1881-85	Wm. L. Ewing		
1885-89	D. R. Francis		
1889	Geo. W. Allen		
1889-93	E. A. Noonan	1890	451,770
1893	C. P. Walbridge	1893	620,000

\* Disqualified by congressional law for holding municipal office, J. W. Johnson elected in his place.

† Died April 22, 1879. J. H. Britton elected in his place.

‡ Deceased, elected by City Council, February 18, 1889. James H. Britton.

§ D. R. Francis elected mayor of Missouri and died May 1, 1889.

|| Geo. W. Allen, Mayor of St. Louis, died July 1, 1889.

¶ Federal census of 1890, population of St. Louis, 451,770.

‡ Directory census of 1893, 620,000.



**MAYOR EWING,**  
1881-1885.

It was during the mayoralty of Mr. W. L. Ewing that New St. Louis commenced to exist. The pen with which Mr. Ewing signed his approval of the ordinance authorizing the construction of the first rapid-transit street railroad in St. Louis ought to have been preserved in the city archives, for, as we have seen, that ordinance enabled a complete change to be made, not only in the street railroad facilities, but also in the city itself. The next event of importance, or perhaps an event of equal importance, during Mayor Ewing's administration was the commencement of the repaving of the down-town streets with granite. This was done under the fostering guidance of Mr. J. W. Turner, who was street commissioner at the time, and whose work was of so high an order that his name has since been mentioned as a desirable candidate for almost every municipal office of importance from the mayoralty down. Mr. Turner found the streets in but an indifferent condition, not worse, perhaps, than those of other cities, but in no way suited for the heavy traffic of a busy manufacturing district. The soft roadways gave way under heavy loads, and in many instances extra teams had to be obtained to pull wagons out of holes and ruts. Reference has already been made to the opposition with which the proposal to pave the down-town streets with granite was received, but the authorities held their own, and finally the good work was commenced in earnest. In the spring of 1883 there were little more than three miles of granite paving in the city, but during the years 1884 and 1885 reconstruction on a wholesale scale was completed, and at the end of the latter year there were over twenty-two miles of granite streets in the city, with about a mile of limestone blocks, a little over two miles of wooden blocks, four miles of asphalt, five of telford and about 285 of macadam.

In his report for the year 1885, Mr. Turner went very fully into the granite pavement question. "It is needless to say," he remarked, "that the granite pavements have given great satisfaction. They have facilitated and thereby

decreased the cost of transportation over our streets very largely. Houses handling large amounts of heavy goods report that it has reduced the cost of transportation two-fifths. A great deal of the objection that was raised at first against these pavements in anticipation of excessive noise has subsided; either the noise was not so great as was expected or the people have become accustomed to it. Doubtless, in narrow streets on which the traffic is very great, the noise is quite objectionable, but we have few of these; and taking the immense advantage gained by having solid and enduring pavements facilitating the operations of the commerce of the city, we can tolerate a few disadvantages arising from our new pavements. The character of our work can be considered first-class in every respect; the quality of the stone is good. We have now several varieties to select from, and the supply on the line of the Iron Mountain Railroad, within a haul of one hundred and fifty miles of the city, is inexhaustible. The price of these pavements has been gradually falling; our last lettings show a very great reduction, due to competition, resulting from new parties opening new quarries, thereby increasing the supply of stone in the market; and also due to increased capacity of and facilities for operating old quarries."

**THE STREETS  
AND  
THEIR PAVING.** The wear and tear of eight years has more than borne out Mr. Turner's estimate of the high character of the work.

The best laid of the down-town streets are still in perfect order, and show little or no signs of wear. The mileage of the granite streets has increased steadily every year, and Mr. Turner's successors, Messrs. Burnett and Murphy, have evinced as much enthusiasm on the subject as Mr. Turner himself. There are now some forty-six miles of granite-paved streets in the city, in addition to nearly five miles of granite-paved alleys. Limestone blocks for streets have not proved entirely satisfactory, but there are upwards of eighty-four miles of alleys paved this way, and giving good service. The mileage of telford pavement has been increased since

the revival, and there are now some thirty-three miles paved in this way, with a total mileage of improved streets and alleys exceeding 450. The streets of the city, and more especially the sidewalks, are now on the whole far better paved than those of the average American city, although the rapid increase in territory has made it impossible to keep up with the city's growth. In order to expedite improvements, the law concerning the apportionment of cost was revised in 1892, and it is now enacted that the entire cost of reconstruction shall be charged against adjoining property, regardless of its assessed valuation. As the result of this enactment, known as the "Stone law," a large quantity of improvement work has been commenced and is under contemplation, and the splendid reform in Mayor Ewing's term will soon be so developed and brought to such perfection as to cause delight to St. Louis citizens generally.

When St. Louis was first settled, the high ground on the bluffs was what attracted the pioneers, who knew nothing and cared less about the magnificent location beyond the bluffs, and how admirably the site was adapted for a great city. After the abrupt rise from the river, there is a table-land with just sufficient grade to make drainage easy, extending several miles north and south, and about three-quarters of a mile west. Beyond this right out to the city limits the ground is rolling, a succession of hills and valleys with a gradual tendency upwards, affording admirable opportunities for street laying and general draining. Had our ancestors been less conservative in the matter of extending the city limits and had they taken in fresh territory before instead of after it was platted out and built up, we should have had in St. Louis a magnificent system of rectangular streets. As it is, St. Louis is really made up of a large number of incorporated towns and villages, and as many of these had a complete system of streets before being absorbed, there are several irregularities which have given trouble to the authorities from time to time in the way of street-naming. The trees to be found in the forest around the city in its early

days suggested names for the principal streets running east and west; and to a great extent the streets running north and south have been from time to time numbered consecutively instead of being named. East of Jefferson avenue the numerical system of nomenclature is fairly regular, but west of that thoroughfare most of the north and south streets are known as avenues, and are given distinctive names, considerable confusion being caused thereby. Shortly after the adoption of the scheme and charter, there was a general overhauling of names, and at the present time a motion is before the Municipal Assembly to further simplify the system. Market street has always been the dividing line between north and south, and all numbers north and south commence from this historical thoroughfare. The numbers on the streets running east and west commence from the river, and each block has its distinctive number. The plan, on the whole, works well; and a reform now being perfected whereby street signs will be made more numerous and conspicuous, will do away with nearly every complaint.

#### **THE BOULEVARD SYSTEM.**

Since Street Commissioner Turner commenced his crusade against unpaved streets in the business section, the boulevard idea has gained much strength in St. Louis. The first boulevard to be constructed was the Lindell, which is still looked upon as one of the finest driveways in the West. It connects Grand avenue with Forest Park, and is a popular driveway as well as a most desirable promenade. It is adorned with some of the most magnificent houses in the city, and is regarded by visitors as a great credit, not only to St. Louis but to the West generally. Forest Park boulevard, a few blocks south of the Lindell is, in some respects, even more elaborate than what is generally known as "The Boulevard." It has a park-like reservation in the center of the street, and when more thoroughly built up will be a strong competitor for public favor. The present street commissioner, Mr. M. J. Murphy, is responsible for a comprehensive plan of boulevards, which will add some sixty miles to those already in exist-

ence. In March, 1891, an act was passed by the State Assembly authorizing cities of more than 300,000 inhabitants—or, in other words, St. Louis, there being no other city in the State with even half that number of inhabitants—to establish boulevards with special building-line, and restricted as to the nature of the travel. The boulevards will vary in length and will provide a system of driveways unsurpassed in any city in the country. Among those already dedicated under the act may be mentioned the boulevards already described, Delmar boulevard, from Grand avenue to city limits, a distance of four miles; and Washington boulevard, a parallel street. Among those comprised in the system will be Columbia boulevard; Florissant boulevard, from Hebert street to the city limits, a distance of five miles; King's Highway, from Arsenal street to Florissant avenue, six miles; Union avenue, from Forest Park to Natural Bridge road; Skinker boulevard, skirting the city limits some six miles, and several other shorter but scarcely less important lengths of thoroughfare.

The boulevard system, when completed, will add some fifty or sixty miles to the most beautiful thoroughfares of St. Louis, which in themselves are far more attractive than the average citizen is apt to realize. A visitor from the distance seeing Vandeventer, Westmoreland or Portland place, for the first time, is enchanted with the delightful combination of urban wealth with rural beauty. The park reservations in these places, which are selected as types of others either in contemplation or in course of construction, are kept in the highest stage of cultivation. The roadways on either side of them are almost perfect, and the houses which have either been constructed or are being erected are models of architectural excellence. Taken altogether, the streets, avenues, boulevards and private places of St. Louis are unequaled, and they are an honor to New St. Louis and to the men who in the early days of the revival lent their influence and ability to a movement which has resulted so advantageously, and which promises to attain far greater excellence.

**MAYOR FRANCIS,**  
**1885 1889.**

The administration of Mayor David R. Francis extended over a period of great importance to New St. Louis. Mr. Francis was elected in the spring of 1885, and he continued at the head of the city government until the end of 1888, when he resigned in consequence of his election to the highest office within the gift of the State of Missouri. Politicians of every grade give him credit for encouraging every movement calculated to add to the city's greatness, and also for originating and recommending a large number of reforms and new enterprises of the utmost importance. If the ex-mayor and ex-governor were asked what was the most vital question with which he was called upon to deal while occupying the mayoralty chair, it is probable he would reply that it related to the city's water supply, which, when he took charge, was being rapidly overtaken by the city's great increase in population. The growth in population during the eighties exceeded 100,000, and it is generally conceded that the bulk of this increase took place after 1884, or during the latter half of the decade. The danger, or at least the possibility, of a water famine in the event of the slightest break-down in the machinery of the existing plant so impressed the mayor that he cordially endorsed the recommendations of Water Commissioner Whitman and lent his influence to the movement, which resulted in work being commenced to entirely reconstruct the system and furnish water settled and filtered in sufficient quantity to supply the demand of 1,000,000 people.

The history of the water supply of St. Louis is one of continual expenditure and improvement. So rapid has been the city's growth that no sooner has one system been perfected than new works have been discussed. In the early days of the city water was procured by means of wells; and about seventy years ago the problem of water-works construction began to be discussed. Work was commenced on the first water-works in 1830. They were situated in the neighborhood of Ashley, Collins and Bates streets, and the first reservoir was on



Little Mound. Engine-houses were built at the foot of Bates street, and a six-inch main laid. The enterprise was a private one, but did not prove very profitable to the investor, and the city was compelled to render financial assistance. In 1835 the works were purchased for \$18,000, and before three years had expired they had proved to be altogether inadequate. Complaints are heard at the present time of the water rates being higher than necessary, but they are small compared with the early charges, despite the fact that money at that time was much less plentiful than now. Private families were charged \$10 or \$20, according to the number of children, and the charges for stores, offices and factories varied from \$10 to \$500. Early in the forties considerable improvements were made, and in 1846 a third engine was put up by Kingsland & Lightner. In 1852 the Hercules engine was put up by Gaty & McCune. In 1854 the Benton Reservoir, with a capacity of 40,000,000 gallons, was constructed, and in 1859 there were seventy miles of iron pipe, and it was announced that the water supply was abundant.

In 1865 the State Legislature passed a law creating a Board of Water Commissioners for St. Louis, and to the credit of this commission it should be stated that one of its first recommendations was the construction of a reservoir and filtering-beds at the Chain of Rocks, with a conduit to Baden. The plan was rejected in March, 1866, and was severely criticised on the ground of its being experimental and even visionary in character. Time justifies a great many projects, and after the lapse of twenty years the Chain of Rocks was finally selected as the most appropriate point for the construction of an inlet tower. Had the recommendations of the commissioners been accepted in 1865 and 1866 the city would have been richer by several million dollars and its record for healthfulness, good as it has been, would have been far better. Bissell's Point was selected as the site for the works which were necessary and work was commenced upon them. The buildings, which are still in existence and

in use, comprise two series of structures, one for the high-service and the other for the low-service system. The reservoirs have each a capacity of 23,000,000 gallons, and before the demand for water became so great that it was impossible to allow sufficient time for settling, the supply was clear as well as abundant. The Compton Hill Reservoir was also constructed, with a capacity of 56,000,000 gallons. This reservoir, being 176 feet above the city directrix, practically commands the entire city.

**THE  
WATER-WORKS  
TWENTY YEARS AGO.**

In 1871 the system was practically completed. Accounts prepared at the time show that its capacity was, although large, far less than the demand it has been called upon to supply during recent years, and it has only been by incessant care that the wants of the people have been supplied. The new water-works, as they were called in 1871, cost the city about \$4,000,000, and the valuation of the entire system and grounds was a little in excess of \$7,000,000. In 1881 contracts were let for a fourth high-service engine, and during that year Water Commissioner Whitman, in his report, said: "Another question requiring consideration and the official action of the municipal authorities, is as to whether we shall continue to take the water from the river at Bissell's Point, or, in the extension of the works, they shall be planned with a view to taking the water higher up the river to the Chain of Rocks." Recommendations, such as this, followed, and Mayor Francis, as already stated, became thoroughly impressed with the importance of strengthening and increasing the service, and also of obtaining a supply from the Chain of Rocks, so as to avoid the danger of contamination by city sewers.

Not only had the population of the city increased very rapidly, but the consumption of water, per inhabitant, had also nearly doubled in ten years, increasing from fourteen and a half gallons per head per day in 1872 to about twenty-eight gallons in 1882. The collections for water license showed a still more remarkable growth, in spite of the frequent reductions

in the charges, which enabled manufacturers to obtain water more cheaply than was possible elsewhere. In 1836 the annual collections were about \$4,500, and it was not until the year 1840 that the total exceeded \$20,000. In 1851 it was \$30,000, and in 1860 it nearly reached \$100,000. The collections since then have been as follows, the calculations being made to the months of April or May in each year:

Year.	Amount.	Year.	Amount
1861	\$ 114,760 35	1878	\$ 512,053 19
1862	123,690 25	1879	550,140 60
1863	147,120 95	1880	620,280 30
1864	170,313 30	1881	660,024 75
1865	208,340 90	1882	706,145 65
1866	248,268 33	1883	719,686 37
1867	248,575 30	1884	736,694 26
1868	288,910 07	1885	759,265 53
1869	321,412 50	1886	800,325 70
1870	323,102 00	1887	868,043 25
1871	335,626 91	1888	919,975 18
1872	373,194 60	1889	952,689 25
1873	426,922 59	1890	1,017,016 20
1874	444,622 35	1891	1,132,088 40
1875	414,870 44	1892	1,173,998 30
1876	456,163 39	1893	1,235,933 30
1877	445,041 14		

**THE NEW WORKS  
AT THE  
CHAIN OF ROCKS.**

Although the projectors of the new water-works were not aware that in the year ending April, 1893, more than \$1,200,000 would be collected in water rates, they realized the impending growth of the city and predicted an enormous increase in consumption as a result both of the gain in population and in manufactures. The usual opposition was forthcoming, but with the aid of the mayor's influence a thoroughly comprehensive scheme was finally adopted, and in the year 1888 contracts began to be let for the new works. They are situated at the Chain of Rocks, about twelve miles north of the business section of St. Louis, the plan being to secure pure water by aid of an inlet tower in the river, and to draw it through a gigantic conduit to the city proper. Among the appointments made by Mayor Francis, was that of Mr. M. L. Holman to succeed Mr. Whitman as water commissioner, and upon him has devolved the great work of construction. At the present time the

works are nearly completed, and the city will soon have a water supply beyond criticism. Perhaps the most magnificent feature of the new water-works and their connections, is the seven-mile conduit between the Chain of Rocks and Bissell's Point. This conduit is one of the finest in the country, and has been constructed in the most substantial manner.

The inlet tower stands well out from the shore, with which it is connected by an intact tunnel cut from the solid rock. About midway in the depth of the stream the water is let into the tunnel by means of six iron gates operated by hydraulic lifts. At low water eighty feet of the tower is visible, but at high water only about fifty feet. The tower cost about \$100,000. A technical description of the works would occupy several pages, and would only be of limited interest to those uninitiated into the mysteries of engineering. It is important, however, to note that the new basins and filter-beds will suffice to settle and filter sufficient water to supply the needs of the city for the next ten years at least, and if the new works are overtaxed to the same extent as the old works, a sufficient supply will probably be forthcoming for ten years longer. Five years have already been occupied in the work, and the total cost will be in the neighborhood of \$4,000,000.

We have already anticipated somewhat, as the works were only commenced during the administration of Mayor Francis. But the decision to obtain a supply several miles north of the city's sewer outlets, and to erect new works on a generous scale, marks such an epoch in the municipal growth of the city as to be deserving of more than passing mention. St. Louis is fortunate in being situated on the banks of a river which furnishes an unlimited supply of water of an exceedingly healthy character. Since it has been necessary to overtax the works, the water has not been so clear as desired, but when filtered the water of the Missouri river is at least as good as that furnished in any city in the country. Although the Missouri and Mississippi rivers reach each other in their course several miles above St. Louis, they do

not thoroughly unite until they have passed the city, the denser water of the Missouri being easily distinguished from the brighter Mississippi water as the two flow side by side between Alton and St. Louis. The Missouri water is far more suitable for drinking purposes and is freer from deleterious matter, and, although it has been criticised from time to time, the best answer to such criticisms is the exceptional healthfulness of St. Louis. The following table, taken from the *Scientific American* of December 9, 1893, shows the death-rate in the cities of the world credited with a population exceeding, or approximating, 500,000, the estimated population being that of 1892:

	Population.	Deaths	Death-rate per 1,000.
London	5,849,104	55,895	19.11
Paris	2,424,705	28,675	23.61
New York	1,801,739	23,856	26.47
Berlin	1,669,124	17,181	20.58
Chicago	1,458,000	13,590	18.95
Vienna	1,435,931	18,005	25.07
Philadelphia	1,115,562	12,249	21.95
Brooklyn	978,394	10,682	21.84
St. Louis	520,000	4,802	18.47
Brussels	488,188	4,359	17.86
Boston	487,397	5,816	23.88
Baltimore	455,427	4,806	21.10
Dublin	349,594	4,735	27.05

#### THE HEALTHIEST LARGE CITY IN THE WORLD.

From this table it will be seen that St. Louis is the healthiest large city in the world. Countless millions have been spent in sanitary work in London, the death-rate in which city has been reduced rapidly, but it still stands higher than that of St. Louis, whose record of 18.47 to the thousand speaks volumes for the purity of its water supply and the efficiency of its sewer system. Moreover, a death-rate of 18.47 is somewhat high for St. Louis, which has begun to look at anything much above 18 as exceeding the normal.

Among the other strictly municipal reforms effected during the administration of Mayor Francis, the sprinkling of the streets by municipal contracts may be mentioned, partly because St. Louis in this, as in many other things, set an example to the entire country, and partly

because of the phenomenal success which has been achieved. It is not to be suggested that Old St. Louis allowed the dust to blow as it pleased during the summer months. There were sprinkling contractors in abundance, but they did their work in quite a primitive style. They made a contract with the owner of a house or lot to sprinkle in front of his premises, and when every property holder on a block entered into the arrangement, fairly satisfactory but very costly service was rendered. What generally happened, however, was the omission of enough street frontage to spoil the entire work. Owners of vacant property were necessarily averse to paying large sums for sprinkling, and, hence, the peculiar phenomenon of streets sprinkled in sections and patches was common. Early in the term of Mayor Francis, the question of a comprehensive system of street sprinkling became a live subject, and a charter amendment having been obtained, a sprinkling department was formed and contracts were let for sprinkling most of the streets of the city. From the first the change was popular. The saving of expense was enormous and the work far more satisfactory. In his message to the Municipal Assembly in May, 1888, Mayor Francis claimed that the problem of abating the dust nuisance had been met and solved; and the experience of the last five years shows that he was correct. A large number of delegations have visited St. Louis from other cities to inspect the street sprinkling and investigate the system, and as a result many cities have already followed in the footsteps of the metropolis of the West and Southwest. A mileage of streets covering about 450 miles is now sprinkled, and the cost is but little in excess of \$150,000. It is probable that in the old system quite as much, if not more, was paid, although the service was not one-fourth as complete or satisfactory.

Space makes it impossible to mention in detail, or even in the abstract, the countless interesting and important events which transpired during the administration of Mayor Francis. The visit of President Cleveland and the general decoration and illumination of the city in his honor may be



mentioned as the grandest spectacular event; and among the more strictly useful ones the completion and opening of the Grand Avenue Bridge is sufficiently important to deserve recording. Prior to the building of the bridge, Grand avenue, one of the best and most important of the north and south streets, was divided into two parts by the Mill Creek Valley tracks, the crossing of which at grade practically ruined that section of the avenue as a driveway. The new bridge, or viaduct, is a costly and handsome structure, and it has popularized Grand avenue as a driveway far more than even its projectors anticipated.

**MAYOR NOONAN,** The unexpired period of Mayor Francis' term was filled by Mr. George W. Allen, the president of the Council. Mr. Allen was succeeded in April, 1889, by Mr. Edward A. Noonan, whose administration was made conspicuous by an immense amount of municipal enterprise. Aside from the reconstruction, with electricity as the motive power, of at least two-thirds of the street railroad mileage, the most important event of the Noonan administration was, probably, the commencement of work by the Chicago, Burlington & Quincy Railroad to secure an entrance to the city from the north, and to construct an independent system of terminals for its own use and for the convenience of roads with running powers over its tracks. This was a special hobby of Mr. Noonan, who recognized the tremendous importance of the work and who gave to it all the influence and weight the city government could lend. Scarcely less important was the final start on the new City Hall, which project had been talked of for a generation. While St. Louis had been outgrowing its water-works, it had completely outgrown the City Hall, which, although it answered the purpose for Old St. Louis, was absurdly inadequate for New St. Louis. As some indication of the growth of public sentiment, it may be mentioned that in 1849 the City Council was authorized by legislation on the part of the State to "erect a City Hall on the square of land belonging to said city, sit-

uated east of Main street, between Market and Walnut." The attempt was referred to in the *Missouri Republican* as "a foolish effort to array some feeling about the erection of a new market-house, stores, town hall and offices for the city officers on the square occupied by the old market and town hall." The "foolish effort" met with doubtful success, for four years later the same journal announced "with regret that nearly all prospects of the purchase of a lot on which to erect the new town hall had been abandoned for at least the present session of the City Council. A bill, drafted with a view to the proposed edifice, and allowing Mr. James H. Lucas \$68,000 for the greater portion of the square bounded by Eleventh, Twelfth, Olive and Locust streets, has been under consideration of the Council for the past month or more, but was definitely killed at the session of Tuesday."

Temporary accommodation was obtained in the new County Court House, and it was not until the year 1868 that the subject of building a City Hall was revived. Four years later work was commenced on the building now generally condemned as inadequate, on Eleventh street, between Market and Chestnut. Mayor Brown, in a message to the Council shortly after work was commenced, expressed his regret that the city finances did not warrant the erection of a City Hall commensurate with existing needs and future growth, but he expressed satisfaction in the fact that the new building would do "indifferently well." It seems strange that only twenty years ago a building first designed to be two-stories high and to cost \$48,750 should have been deemed sufficient for the city's needs, and even when the plans were changed and a third story added, the total expenditure was only \$70,000, and the actual result a building which even the most loyal citizen is compelled to look upon with feelings of regret, if not contempt. In 1880 Mayor Overstolz criticised the City Hall severely. "The building now occupied by the municipal departments," he said, in his annual message, "was not intended to be permanent, was not built in

a substantial manner, and does not afford the necessary accommodations. It has stood the test of use and time very indifferently, and for several years past it has cost a considerable amount annually for repairs, and its condition to-day is certainly not favorable for the safety of the valuable archives, records and other property stored therein. In character and size it is inadequate to the wants of the government, and its appearance is discreditable to a city of the reputation, wealth and influence of St. Louis."

**THE** The suggestion of the  
**NEW CITY HALL.** mayor was not acted upon, and possibly it is well that further delay was caused, because the idea at that time was to enlarge the Court House and make it do both for a Court House and City Hall, an arrangement which would have been a poor makeshift and a further source of regret. All through the eighties the question of a new City Hall was a live one, and shortly after Mayor Noonan's inauguration, the agitation was brought to a head and work was commenced on what promises to be one of the finest city halls in the world. The building is now nearly under roof and is being pushed forward as rapidly as possible. It is situated in Washington Square, a block and half southwest of the old hall, and two blocks north of the old Union Depot. The square had for some years been used as a park, and when the fence around it is removed, there will be enough space left on all sides of the City Hall to provide a very handsome public square. The building has a frontage of 380 feet with a depth of about 220, and will have a floor surface of 500 square feet on each of its stories. It is five stories high, and a handsome bell-tower about 200 feet high is to surmount it. The general style of architecture is of the Louis XIV. order, and the building will be similar in appearance, although much more massive and costly than the very attractive town halls to be seen in Normandy and Northern France. The basement and first story of the building are constructed of Missouri granite, the material of the upper stories being buff Roman brick, with sandstone trimmings.

The roof, upon which work is now in progress, will be of black glazed Spanish tile, lending a very handsome finish to a building which will be a distinct ornament to the city. The interior courts are being lined with white glazed brick, and the entire structure will be fire-proof throughout. In addition to the apartments in the basement, there will be 150 rooms in the hall. The Council Chamber and the House of Delegates, will each cover 4,500 square feet, and the Treasury and Collector of Water Rates departments, now so inadequate for the convenience of the public, will be even larger than these two debating chambers. The arrangements for the interior decorations are very elaborate, and as at present arranged, will consist of granitoid floors for the store and filing-rooms in the basement; mosaic and marble tile flooring for corridors and the public spaces of offices; the placing of fire-proof arches between the iron joints to the building and marble flooring in working spaces of the offices. Under the head of interior finish is also included the entire plumbing of the building, including marble walls and partitions of lavatories. The general scheme of decoration consists of treating the first-story corridors of the building, the central rotunda, the Council Chamber, the House of Delegates and the Mayor's office in quite an elaborate manner, as those parts of the building are the ones seen by the casual visitor, and it was thought that they should be made more decorative than the general offices of the building. The finish in those cases will consist of scagliola art marble, and will be dignified and monumental. The working rooms of the building are treated in a strictly utilitarian manner, and, while the large amount of wainscoting necessary makes it expensive, it is strictly for the betterment of the building, there being no waste in the way of an elaborate treatment that is purely ornamental. The absence of wood finish and the substitution of marble makes the building more strictly fire-proof, and also saves the expense of keeping the woodwork presentable.

The ceilings of the first-story corridors will be a succession of flat domes. These will be



treated in fresco, using a dead gold finish, and the under parts of the rotunda will be painted an old ivory tint, with the ornamental panels and plaster decorations picked out with gilt. The chambers of the Council and House of Delegates are wainscoted fifteen feet high, above which is a wide plain belt of plaster, which is to be painted a flat tint of old ivory. Above this belt is an elaborate frieze of plaster, the ornaments of which are picked out with gilt. All the above decorations will be done in the style of Louis XIV. All the walls above the marble wainscoting and the ceilings of offices are frescoed in flat tones. The cost of the building and the internal decorations, with the furniture, will exceed \$1,500,000 and may approximate \$2,000,000.

**ELECTRIC STREET LIGHTING.** Another event of special importance from a municipal standpoint during Mr. Noonan's administration was the lighting of the city streets and alleys by electricity. St. Louis was the first city in the United States to illuminate its alleys throughout by electric light, and it was really the first city in the world to make arrangements for lighting the whole of its streets in the same way. It is scarcely necessary to speak of the earliest attempts to light the streets of St. Louis. In 1837 the State Legislature authorized the St. Louis Gas Light Company to erect works for lighting St. Louis and suburbs with gas. The charter was amended in 1839 and again in 1845, but the clause in the charter which was first taken advantage of was the one which authorized the company to do a banking business. In 1846 a contract was entered into between the city and the company, and in November, 1847, the city was first lighted with gas. For forty-three years gas lamps held undisputed sway in St. Louis, but in the year 1889 a new department was added to the city government, under the management of a supervisor of city lighting. The contracts with the gas companies expired on January 1, 1890, on which day the alleys were for the first time lighted throughout by means of the incandescent system. The electric company which had

the contract for arc lights for the streets was not ready to commence on the same date, but on May 1st the entire city was lighted by electricity.

During the early part of 1890 there were erected 1,552 arc lights for the streets, 1,462 incandescent lights for the alleys, and 3,442 incandescent lights for public buildings. The work was rapidly increased, and early in 1891 356 miles of streets and 81 miles of alleys were thoroughly illuminated by electricity. To do this more than 2,000 arc lights were required, and about 5,000 incandescent lights were in use in the alleys and in public buildings. The system has since been largely increased, and St. Louis is certainly the best lighted city on the continent to-day.

During the last eight or ten years great progress has been made with the laying of public sewers, and St. Louis, in addition to being favored with good streets and excellent lighting, has also a sewerage system which has conduced largely to the preservation of health and the general comfort of the inhabitants. The Mill Creek Valley forms not only an excellent means of entrance for the railroads from the west, but also an unsurpassed center for a sewerage system. The Mill Creek sewer is the largest in the world, and it receives and discharges into the Mississippi river from the southern portion of the city the sewerage and strong water of an area comprising 12,300 acres. The rapid growth of the city in every direction has made it necessary to lay off new sewer districts and to carry on an immense quantity of new work, but the demand has been fairly kept up with and there are now in the city nearly 400 miles of public and district sewers, with some twenty or thirty additional miles constructed every year.

**MUNICIPAL FINANCES.** The city's finances are in a very healthy condition. The bonded debt on April 10th, 1892, was \$21,524,680, which was reduced during the year by about \$150,000.\* Of this sum \$135,000 was

\*Since the above was written the bonded indebtedness has been still further reduced, and now amounts to about \$21,200,000.



furnished by the sinking fund, and more than \$13,000 by premiums on the four per cent renewal bonds, which were placed in London. These bonds, redeemable in twenty years and bearing interest at four per cent, were placed at \$101.15, and during this year (1893) bonds of similar character to the extent of \$1,250,000 were placed in London at par. This latter transaction was, taking into account the condition of the money market, even a greater achievement than that of 1892, and shows clearly how the credit of St. Louis stands abroad. The total reduction in the bonded debt within the last five years has amounted to over \$600,000, and the annual interest charges have been reduced during that period from \$1,131,099 to less than \$1,000,000.

The credit of New St. Louis is shown by the rapid decrease in the interest it is compelled to pay on its debt. In 1888 the interest paid varied from seven to four per cent, and averaged nearly six per cent. The average in 1889 was five per cent, and now it is about four and a half per cent. The city taxation is at the rate of forty cents per \$100 for the payment of debt and interest, and varies from one dollar to sixty cents for general purposes. Considering the immense amount of new public work made necessary by the city's growth and now actually in hand, the rate of taxation is exceedingly low, and may be mentioned as one of the inducements offered to manufacturers and others on the lookout for a location.

## CHAPTER XI.

### SOCIAL ADVANTAGES.\*

A CLEAN BILL OF HEALTH AND ITS CAUSES.—EDUCATIONAL FACILITIES.—ART.—LIBRARIES.—CHURCHES.—MUSIC.—THEATERS.—CLUBS.—HOTELS.—BENCH AND BAR.—MEDICAL.—JOURNALISM.

**N**EW ST. LOUIS is a cosmopolitan city, not only in regard to its population, but also in the matter of its achievements. If this history has accomplished its purpose, it has established the fact that New St. Louis is one of the most important manufacturing centers in the world; that it is the center of the most fertile region in America; that its railroad facilities are unsurpassed and in many respects unapproached; that it has the best rapid transit street car service in America; that its financial institutions are absolutely beyond suspicion and reproach; that it has practically reconstructed itself by wholesale building

and rebuilding, and that in municipal matters generally it has been the pioneer in almost countless reforms and improvements. The space allotted for a historical sketch of New St. Louis has already been exceeded, but the subject cannot be left without a passing reference to the social advantages, which are quite as conspicuous as those of a strictly mercantile and financial character. The city has fully appreciated the philosophy contained in the couplet:

Ill fares the land, to hastening ills a prey,  
Where wealth accumulates, and men decay.

Hence it has not overlooked movements which are calculated rather to make men healthy and wise than strictly wealthy; and a large measure of success has attended the efforts thus made. There are still many reforms needed, and it

\*The reader is also referred to the Chapters on Municipal Achievements and on New Buildings. Only those social advantages not included in preceding chapters are dealt with here.

would be idle to attempt to argue that New St. Louis is a model city. At the same time it compares most favorably with any other large city in the world, and although the pessimist is always abroad, many of his complaints and laments result rather from the expectation of the impossible, than any serious neglect or omission.

We have already seen that St. Louis is the healthiest large city in the world. Various causes have combined to curtail its death-rate and to give it a clean bill of health. In the first place, the location of the city is favorable in the extreme. Scientists have of late derived much satisfaction from calling attention to the fact that the Mississippi river runs up hill, its source being nearer the earth's center than its mouth. If this is so, all the hill-climbing is done before St. Louis is reached, because the city directrix is 412 feet higher than the mean tide-mark of the Gulf of Mexico. The city is built on rising ground averaging many feet higher than the directrix, and hence although St. Louis cannot be described as a mountain city, it is certainly not a lowland town. Its climate is delightful in the extreme, the friendly shelter of mountains and hills protects it from cyclones and other dangerous wind storms, and its location seems to guarantee to it immunity from the intense heat of the South and bitter cold of the North. The mean temperatures for the last half century are eighty degrees for July, seventy-six degrees for August, and thirty-one degrees for January. The maximum temperature for a year rarely exceeds ninety-five, and very seldom approaches a hundred. The average daily maximum for July, the hottest month in the year, has been about eighty-eight during the last six or eight years; while the average minimum for the same month has been about eighteen degrees lower. It is important to bear these figures in mind, because during exceptionally warm spells a great deal is apt to be said about excessive heat, although it is a remarkable fact that the maximum temperature of St. Louis for a year is generally lower than that of cities some hundreds of miles further north, just as the minimum temperature is gen-

erally higher than that recorded for cities much more southern. In other words, the climate of St. Louis, as a rule, is equable and healthy, and as a health resort the city is entitled to more than a passing word of praise.

#### **GOOD WATER AND PURE AIR.**

The health of the city has also been maintained by the excellence of the water supply. Efforts which can only be described as superhuman have been made from time to time to show that St. Louis water is contaminated and unfit for drinking purposes. These efforts have been crowned with uniform and signal failure, and the fact has also been established that in the rare event of an epidemic the greatest suffering is always in houses which depend for their water supply on cisterns and wells. Even now, overtaxed as are the water-works, the supply of water is more than satisfactory; and when the new settling-tanks and filter-beds are in operation, St. Louis will have a water supply as good as that of any large city in the world and above the possibility of suspicion.

Like all manufacturing cities, St. Louis suffers from the emission into the air of large volumes of what is known to the law as "dense black" and "thick gray smoke." A writer in the *New England Magazine* for January, 1892, says that "within ten years the temporary and exasperating evil of smoke from bituminous coal will be in a great part removed." The writer overlooked the fact that Old St. Louis has given place to New, and although only two years have elapsed since the able article from which the extract is taken was written, the smoke nuisance has already been very largely remedied and removed. Too much credit can scarcely be accorded the Citizens' Smoke Abatement Association for its work in this direction. The leading spirits in the movement, to which reference has already been made, have been Messrs. L. D. Kingsland, Clark H. Sampson, Samuel M. Kennard, A. D. Brown, E. D. Meier, C. H. Huttig, and other manufacturers and merchants, while Prof. W. B. Potter, one of the best known mining engineers and metallurgists in the United States, has lent to the movement the knowledge gained

by many years' experimenting and testing. The first step taken by the association was to satisfy itself that smoke can be abated, even when bituminous coal is used, without the slightest hindrance to manufacture or commerce. This fact being finally established, it obtained legislation and inaugurated a canvass of the smoke-reducing plants of the city. Excluding hotels and private houses, several hundred offenders were listed, and moral suasion was brought to bear to prevail upon these to put in smoke-abatement devices without waiting for legal proceedings.

Already more than 500 grossly offending chimneys have ceased to deluge the air with smoke, and of the first 200 cases in which notice of prosecution was given, 195 secured a continuance, or rather a postponement, by producing satisfactory evidence that they had either abated the smoke or signed contracts to enable them to do so. Other experiments are being made with coke and smokeless coal; and although, as previously remarked, it is scarcely to be expected that St. Louis will ever be absolutely free from smoke, it is certain that long before the ten years aforesaid have expired, the city's attractiveness and healthiness will have been increased by the reduction of what has hitherto been almost a scandal, to nothing more than a sentimental grievance.

#### THE CITY'S PARKS.

During the New St. Louis period great progress has been made in the laying out and improving of the city parks. Thanks to the forethought of legislators in years gone by, the city has a better devised park system than that of any large city in the world. There are upwards of 2,000 acres reserved for breathing grounds, and the best possible use is made of them. Forest Park, consisting of 1,371 acres, was purchased in 1874, and during the last few years it has been made far more attractive by the addition of a zoological department, while at the present time the project of raising a private fund for the erection of a museum in it is being seriously discussed. The financial stringency of 1893 has naturally retarded the enterprise, but New St.

Louis has never been known to fail in good work of this character, and there seems no doubt that in the early future the project will materialize satisfactorily. The eastern portion of Forest Park is laid out with delightful driveways, while the western portion is less cultivated and possesses rural charms very attractive to the visitor.

Tower Grove Park, consisting of some 266 acres, is a more highly improved recreation ground. It is not only a favorite driveway, but it has some magnificent statues, presented to the city by Mr. Henry Shaw. These include the first bronze statue of Columbus ever erected in this country, and also other works of art of a costly and attractive nature. Adjoining Tower Grove Park is the Missouri Botanical Garden, known generally as Shaw's Garden, which was laid out by the deceased millionaire and bequeathed by him to the city. The garden covers a space of about fifty acres, and is regarded as one of the finest botanical gardens in the world, attracting visitors from all sections. It was laid out without regard to expense, and is so richly endowed that it will be preserved for all time to come in its present magnificence. Its principal features are the main turf walk to the conservatory, the statue of Victory, the mausoleum containing Henry Shaw's remains, the grand parterre, ornamented with flower-beds and statuary, the lotus ponds, water-lily ponds and show of water plants, the lodge for the garden pupils, a grand display of cacti, palms and exotics, the Linnean house, the summer house in the fruticetum, the willow pond in the arbo-retum grove and herbaceous grounds, the late residence of Henry Shaw in the garden, the grape arbor in the fruticetum, and labyrinth.

The other city parks include recreation grounds in every section of the city, easily accessible by street cars. They are not described at any length here, because most of them were acquired before New St. Louis commenced to assert its influence and displace the old regime. For the same reason but a passing tribute can be paid to the police department, which is admitted to be one of the most efficient in the country, or to the



fire department, which has no rival, and which has won praise from the chiefs of departments visiting St. Louis from cities in almost every section of the world.

**WASHINGTON UNIVERSITY  
AND ITS WORK.**

In educational matters New St. Louis has been as conscientiously active as in those relating to wealth, health and comfort. It is a pleasing characteristic of the West that, no matter how rapid or spasmodic the growth of cities has been, the rights of the rising generation, in the matter of educational facilities, have never been overlooked. This has been the case in a most marked degree in St. Louis, where the growth of the school system has fully kept pace with the phenomenal advance in other directions. The grandest educational institution in the city is the Washington University, which ranks among the very best colleges in the country. The charter under which the university was operated was signed by the governor of the State in 1853, on Washington's birthday. In the charter the institution thus formed was described as the Eliot Seminary, and later the name was changed to O'Fallon Institute. The constitution declared that the institution should comprise a collegiate department, a female seminary, a practical and scientific department, an industrial school, and such other departments as the board of directors might determine. It was also very discreetly ordained that there should be no instruction sectarian in religion or partisan in politics, and that no sectarian or partisan test should be used in the selection of professors or officers of the institute. It was specially desired by the seventeen men who formed the first board of directors that the university should be known by the name of the first president, but Dr. Eliot objected strongly, and after considerable wavering the board adopted his view and the university was given the name by which it always has been known during its forty years of extreme usefulness.

Dr. Eliot outlived nearly all of his colleagues on the original board of directors, remaining

president of that body until the year 1887, when his illustrious career was terminated by death. It is probable that if a vote could be taken on the question, a majority of the inhabitants of St. Louis would favor the name being changed back to the original appellation. The name "Washington" has been so largely adopted throughout the country for various purposes that it does not retain sufficient distinctive qualities to be a proper name for a large university in a central western city. There has, however, been little agitation of late on the question of name, the more important question of the possibility of having to move further west in order to obtain more accommodation, having received more attention at the hands of the directors. The university is at present located on Washington avenue at the summit of the first hill above the actual bluffs. The southern wing of the building and the chemical laboratory were erected in 1855, and about the same time the Polytechnic Building was erected on the corner of Seventh and Chestnut streets for further work in connection with the university, especially in its industrial department. The Polytechnic Building still stands, though it has passed out of the hands of educational directors and is now occupied by the Real Estate Exchange and by real estate firms. At a comparatively early date the building is likely to be torn down and replaced by a more lofty and more modern structure, better adapted for the purposes of commerce and finance.

The Polytechnic Building was nearly nine years in erection, and its final cost, including the site, was \$400,000. In the meantime the outbreak of the war had hampered the university's finances, and the institution found itself in debt with a building on its hands entirely unsuited for the purpose for which it was constructed. In 1868 the building was sold to the St. Louis Board of Education for \$280,000, and with the money thus obtained the university proper began to make up for the time lost by the war and the mistake made in the designs of the Polytechnic. Mr. William Chouvenat was then chancellor, and during his administration

the university made great progress. The Mary Institute, organized in 1859, had already been established on a firm footing, and the Polytechnic School, with technical courses in engineering and chemistry, was formed. In 1870 Chancellor Chouvenat died, and Dr. Eliot assumed the duties of chancellor as well as president. He lived to see the dream of his youth very largely carried out. The Swift Academy became separated from the undergraduate department and was established in a building of its own.

The Manual Training School, admitted to be one of the finest of its class in the world, was established on a firm footing, and has since attained popularity which has made it more than famous. The St. Louis Medical School is one of the many branches of the university; and by the will of Henry Shaw a school of botany has been endowed with facilities for studying botany unexcelled in any institution in the world. As already stated, Dr. Eliot died in 1887. He was succeeded by Mr. G. E. Leighton as president, and by Prof. W. S. Chapman as chancellor. There are between 1,500 and 1,600 students enrolled in the university, and there is every probability of a scheme materializing at an early date whereby the institution will move out in the suburbs and build for itself a larger home, more suitable in every way for the carrying out of the great work inaugurated by some of St. Louis' greatest men forty years ago.

The Washington Observatory in connection with the university is one of the most important in the world. It gives time, to use the technical expression, to thousands of public, railroad and other clocks, regulating the official time and correcting it to actual time over a larger area than any other observatory in the world, with the single exception of that of Greenwich, near London, England, from which the degrees of longitude are calculated.

**THE MUSEUM OF FINE ARTS.** The School of Fine Arts in connection with the university has its home in a very appropriate and attractive building situated at Eighteenth and Locust streets. A history of the early struggles of art and artists in this

city would be of great interest, but it is impossible to handle it in this place in a manner satisfactory to experts. Just before the war the Western Academy of Arts was established, with Mr. Henry T. Blow as its first president. The outbreak of hostilities put a stop to the career of the academy, and it was not until 1872 that another attempt was made. In the latter year the Art Society was established, with Mr. Thomas Richeson as president. By this society many of the unique specimens on view in the reading-room of the Public Library were collected and donated. The society ceased to have any practical influence after 1878. In 1877 the St. Louis Sketch Club was established, and in 1878 Mrs. John D. Henderson formed and opened a school of design.

In 1881 the School of Fine Arts in connection with Washington University was finally established, in pursuance of the plan originally determined upon by the founders of the institution. Prior to this date the School of Fine Arts had been announced, but the year 1881 saw it located in a permanent home. On the 10th of May, 1881, Mr. Wayman Crow, than whom a more loyal St. Louisan never lived, donated to the university the magnificent structure known as the St. Louis Museum of Fine Arts. When this home for the preservation of the beautiful was constructed, Lucas place, as it was then called, was exclusively a residence locality. Since then its name has been changed to Locust street, and factory after factory has been erected on its frontage lines. In the midst of these monuments to commercial progress the museum stands out in bold relief as an exponent of an entirely different idea, and also a different style of architecture. The auditorium will seat nearly 1,000 people, and the five galleries are graced with many works of art which would have been lost to St. Louis but for the princely generosity of Mr. Wayman Crow and the zeal of those who have watched over the museum with almost tender solicitude. Prof. Halsey C. Ives, who has been connected with art movements in St. Louis for many years, is now at work on a project of far greater magnitude than any he has



yet identified himself with, and students and lovers of art will have no cause to consider themselves neglected or overlooked.

The influence of Washington University and the numerous institutions connected with it has been of immense value to St. Louis in every way. Mention has been made in the mercantile chapters of this work of the importance of cementing the relations between St. Louis and the Spanish-American republics. This work is being done, not only by the agency of St. Louis business men and their representatives traveling throughout the countries named, but also by the education of quite a large number of Mexican young men at Washington University. Although there are no arrangements for students to board in the institution, a very large number of non-resident students are always enrolled, and these find convenient board accommodation close to the great seat of learning. Among the prominent business and professional men of St. Louis a singularly large percentage graduated from the University on Washington avenue, and this is also the case of many of the leading men of Missouri and adjoining States. The exact location of the future home of the university is in doubt at the present time, but its future is assured. No institution of St. Louis has done more to make the city famous and respected.

**THE PUBLIC** The public school system  
**SCHOOL SYSTEM.** of St. Louis ranks among  
the very best in the world.

At the Columbian Exposition exhibits from these schools obtained eleven highest awards, and the exhibits attracted so much attention that a large number of visitors to the Fair, including officials from several States, visited St. Louis before returning to their homes for the express purpose of familiarizing themselves with the methods which had so excited their admiration. The triumph at the World's Fair was by no means a surprise to those who have taken an interest in the St. Louis schools, because the city has been looked upon for years as the pioneer in advanced studies for the masses, and the St. Louis system, as it is frequently called, has been adopted by a large number of the best cities in the country.

Without attempting a detailed history of the rise and progress of the public schools of St. Louis it may be said that their earliest triumphs were achieved during the administration of Dr. Wm. T. Harris, who was for twenty years connected with our public schools, and who has since made an international reputation as United States educational commissioner. His work in connection with the public schools was of the noblest possible character, and the excellent plan that he formulated and popularized, has not been materially varied since he left the city.

The chief difficulty with which his successors have had to contend, has been in the rapid increase in the number of applicants for admission. In 1875 there were fifty-six school-houses in St. Louis, with about 30,000 seats. In 1886 the number of houses had increased to 103, and the accommodation to a little over 42,000. In the last days of Old St. Louis, the sitting accommodation of the public schools was about 45,000, which was increased very rapidly to 50,000, which was the return in the early part of 1889. In 1890 there were 111 school-houses with 51,645 seats. In 1891 additions to the existing schools provided accommodation for nearly 2,000 more scholars, and in 1892 the opening of new schools increased the seats to nearly 57,000. At the present time the demand for new schools is being met as rapidly as possible, and during the first quarter of the school year 1893-94, the attendance reached 61,252, an increase of 3,400 on the preceding quarter. Despite the efforts of the authorities, 365 children were unable to find sitting accommodation at the schools when the last report was issued, and although work is being continued in school building and enlargement, the number of children grows so rapidly that great difficulty is experienced in keeping up with the demand.

It will be observed that during the last twenty years the accommodation has been more than doubled, notwithstanding the fact that during that period a very large number of very excellent private schools have been established. Even during the New St. Louis era there has been an increase in school attendance of more



than thirty-three per cent. It now costs more than \$1,000,000 a year in teachers' salaries alone to maintain the teachers' staff; and it is notorious that St. Louis pays a higher grade of salaries for teachers than any other city, the desire being to obtain the best possible tuition for children. The salaries range as high as \$3,000 a year, and the system of advancement as a reward of merit has had the effect of keeping the best teachers in the city, and encouraging talented instructors from every point to come to St. Louis.

**FROM KINDERGARTEN  
TO  
THE "HIGH."**

Commencing with the youngest children, reference may be made to the kindergarten classes, at which the attendance exceeds 5,000. Kindergartens are established in nearly all the district schools, and it is about twenty years since the experiment was commenced. The kindergarten, as found in St. Louis, is not a nursery, but is an attempt to instruct the little people in necessary study, and to lay the foundation of the education they will require in later years. Froebel's idea was to develop in each child the germ of intelligence, and the leading fundamental principle of his method is developed. "I see in every child," said he, "the possibilities of a perfect mind;" and this is the underlying principle of the kindergarten course in the St. Louis schools. The adoption of games makes it possible to accomplish the object without difficulty; and this is done with invariable success. The child is not only taught to distinguish between the colors and the different letters, figures and words, but it is also instructed in manners and polite habits, and to practice the etiquette and amenities of polite life. Prof. Long, who is now superintendent of the schools, entered very heartily into the spirit of his eminent predecessor, and the interest Mr. Long takes in the kindergarten department is largely responsible for the high state of efficiency which has been maintained.

Children enter the kindergarten class at six, though they are often found as young as five. The age at which they enter upon other depart-

ments necessarily varies, but it is found that the influence of this early tuition remains throughout their entire educational period. The enrollment in the kindergarten schools now exceeds 8,000, and it has been suggested frequently that a change should be made in the law so as to let the children commence at four, instead of six. Forty-five schools have kindergartens connected with them, in six of which the children are allowed to attend all day, while in the remainder the children attend half a day only and thus increase the number of children able to obtain education in this preliminary but important branch.

In the intermediate and higher grades, a high-class education, fully equal to that obtained in comparatively costly academies and colleges is given. It is the desire and policy of the School Board that every pupil shall pass right through the course of study from the Kindergarten to the High, but when owing to accident or otherwise, a child has to leave school after passing through the early grades, he can fill a position often nearly as well as his more fortunate brothers. In addition to a full course in reading, writing, arithmetic and national history, each child has the benefit of a complete system of calisthenics and enlightened control of discipline, and a comprehensive arrangement of those lines of instruction indispensable to people who have to make their own way in life. As in all manufacturing cities, the children are apt to leave school at too early an age, and one of the difficulties which has beset not only Prof. Harris, but also his successors, is how to crowd a full course of training which ought to occupy eight or ten years into five or six. Difficult as the task necessarily appears, it has been accomplished with great success, and the teachers deserve great credit for their triumphs in this direction. For those who are compelled to leave school prematurely, an excellent system of night schools is in operation, and some of the very best business colleges in the United States enable young men and ladies to put the finishing strokes to what may be termed a commercial training.

The Normal and the High schools are universities in everything but name, and those who are fortunate enough to be able to graduate from either can hold their own in almost any company. A St. Louis Normal diploma gives an applicant for a teacher's position exceptional advantage over his or her competitors, and many of the most successful principals in the country graduated from this favored city. There is also a Normal school for colored children who desire to adopt teaching as a profession; and education's good influence is felt in every class and by all people.

#### **PAROCHIAL SCHOOLS AND COLLEGES.**

In addition to the admirable public schools of the city, St. Louis has a parochial school system which does excellent work. The city has grown so rapidly that the financial resources of the Board of Education have been taxed to the uttermost to keep pace with the growth in the number of children of school age, and were it not for the fact that the parochial schools take care of more than 20,000 children, and give them a high-class education, it would have been impossible to make both ends meet. The Catholic population of St. Louis has not neglected its duty towards the rising generation, and the amount of money it has raised for the maintenance of parochial schools reflects the greatest credit upon its sincerity and liberality.

There are more than forty parochial schools, employing nearly 200 teachers, and the average attendance is between 22,000 and 23,000. When parents are in a position to pay, a small tuition fee is charged, but a large percentage of the children are taught entirely free of charge. The teachers in the Catholic schools are taken from the ranks of the Christian Brothers, Sisters of Charity, Sisters of Mercy, and the members of various orders, and they are hence exceptionally competent in the performance of their duties. The parochial school buildings are of an improved character, and are generally well ventilated and appointed. Children are received between the ages of six and fifteen, and when they have graduated they have an opportunity

of entering one or another of the numerous Catholic colleges in the city.

Without attempting to give a list of these colleges and universities, one or two must be mentioned as deserving of special praise. The Christian Brothers' College is perhaps the most prominent. The Christian Brothers came here from France nearly half a century ago and established themselves at Eighth and Cerre streets. With the birth of New St. Louis the Brothers went west and purchased a ten-acre tract at the corner of Easton avenue and King's Highway, where they erected a building of brick and stone, designed in the shape of a cross, consisting of a central edifice and four wings. It has a frontage of 370 feet, a depth of 200 feet and an elevation of 110 feet. In the center is a fine rotunda 60 feet square. Every modern convenience is provided. The college is a community in itself, and its location, buildings and grounds are not excelled for educational purposes in the Mississippi Valley. It is easily accessible by the Easton avenue cars from the heart of the city, and is just far enough out to combine rural and city life. The curriculum comprises preparatory, commercial, collegiate, literary and scientific courses. There are generally from 300 to 400 students at the college, and a corps of thirty-three professors, all of whom with the exception of three are Christian Brothers, is engaged.

The St. Louis University has been identified with St. Louis for nearly seventy years. It was originally located in a home constructed in the thirties on what is now known as Ninth and Christy avenue, but what was then looked upon as out in the woods. In 1867 a much more suitable site was purchased on Grand avenue and Pine street, where there has been erected one of the grandest educational buildings in the United States. It has the form of a reversed L, the base line being on the left instead of the right side of the perpendicular. The front on Grand avenue measures 270 feet, and all that portion of the building is devoted to college purposes. The resident portion is further west. The immense structure is built of brick

and stone, and its architecture is early decorated English Gothic. It has a magnificent museum, fine laboratory and library, and all the adjuncts of a thoroughly equipped college, including a lecture-room with seating capacity of 500. The college has an attendance of about 350, and its instructors are Jesuit Fathers.

It would be interesting, if space permitted, to mention in detail the various schools and educational institutions of St. Louis; but this being impossible, the subject must be dismissed with the statement that few cities in the world are more thoroughly equipped for educational purposes than St. Louis. Men can be trained for the highest professions; and the higher education of women has been remembered and provided for in a manner which disarms criticism at the threshold.

#### **LIBRARIES, PUBLIC AND PRIVATE.**

The libraries of St. Louis, if not so numerous as some of those to be found in the older cities of the East, make up in efficiency and completeness what they lack in numbers. Many of the city's prominent men have private libraries of the grandest type, and the city has two public libraries which are an honor to the municipality and a constant source of profit and entertainment to the student and searcher after knowledge. The Mercantile Library will soon celebrate its semi-centennial. It has now nearly, if not quite, a hundred thousand valuable volumes, although its first report speaks with gratification of the possession of less than two thousand. Under the able management of Mr. John M. Dyer, one of the best librarians the country has seen, the library grew and prospered, and the dream of that gentleman's life was realized some four or five years ago when the new fire-proof building at the corner of Sixth and Locust was erected as a safe home for the priceless treasures owned by the association. A statue of Mr. Dyer in the library serves as a painful reminder that he died of overwork in connection with moving and rearranging the books in their new home.

Forty years ago the library built what was

then regarded as a very fine hall, which was used for convention purposes again and again. It became out of date with the birth of New St. Louis, and the present building is more in keeping with the demands of the times. It is a very handsome six-story building of Romanesque character. The library halls are twenty feet in height, and the arrangements are complete in every detail.

The Public Library, which in the year 1894 will be made a free library in the full sense of the term, is a child of the School Board. For many years it was known as the Public School Library, but more recently it has been known as the Public Library, and greater effort has been made to popularize it with the public. It had its home for twenty-five years in the Polytechnic Building, purchased, occupied and finally sold by the School Board after a series of blunders which will be remembered as long as St. Louis remains a city. The library is now located in a lofty building at the corner of Ninth and Locust streets, which has already been described in this work. The number of books on its shelves does not differ materially from that at the Mercantile Library.

The St. Louis Law Library contains the best collection of legal works to be found in the West. More than twelve thousand volumes of standard legal authors, as well as other works, are to be found, and the records of decisions in different States is complete in the extreme. The libraries at the St. Louis and Washington universities have a reputation extending over the entire country; and the Odd Fellows' Library contains a collection of books of inestimable value.

#### **CHURCHES AND RELIGIOUS INSTITUTIONS.**

St. Louis, while it cannot compete with Brooklyn for the title of the "City of Churches," is still admirably equipped with religious edifices of all characters and denominations. The gradual tendency of recent years has been to go west, and church after church has found a new location and a new home on the suburban side of Grand avenue. There are now about three hundred churches in St. Louis, many of them most magnificent in



character. The old Catholic Cathedral on Walnut street, between Second and Third, is in a wonderful state of preservation. Its corner-stone was laid sixty-two years ago, and the Cathedral was opened fifty-nine years since. The exterior shows evidences of the ravages of time, but it is still in excellent condition, and the interior is as beautiful as ever. When first erected it was by far the finest structure devoted to religious purposes west of the Alleghany mountains, and it is still among the most interesting, if not the most magnificent, religious edifices in the country. The interior is divided into a nave and two aisles, the double row of dividing columns being in Doric style and built of brick covered with stucco.

The Rock Church, or, more properly, St. Alphonsus', on Grand avenue and Finney, is really a second cathedral. It was erected by the Redemptorist Fathers, many of whom actually performed manual labor on the structure while in course of erection. It is one of the special features of the city to which the attention of visitors is called, and it is one of the most handsome cathedral churches in the West.

The Episcopal Cathedral is also a credit to the city. The first parish of the Episcopal Church west of the Mississippi river was organized in 1819, when the population of St. Louis was only about 4,000. From that time the Episcopal Church in St. Louis has grown both in the number of its edifices, in its influence and in its church membership. In 1867 the present cathedral, on Fourteenth and Locust streets, was erected, and about five years ago it became the spiritual home of the diocese of Missouri. Aided by a magnificent endowment from an unknown source the church has been placed in a sound financial condition, and subsequently a donation of \$15,000 has been made for the purpose of erecting a cathedral home or mission. The conditions of this latter donation have just been fulfilled.

Among the numerous Episcopalian churches in the city may be mentioned the Holy Communion, St. George's and St. Mark's Memorial and St. Peter's, although this is but a very par-

tial record and does not attempt to particularize.

The Presbyterian churches are also numerous. The First Presbyterian Church of St. Louis was the first church of that denomination established west of the Mississippi river. This church was erected in 1825, and has only recently been demolished. Its successor has its home on Washington avenue and Sarah street, in a much more pretentious building erected five years ago. The Second Presbyterian Church, on Seventeenth and Locust streets, is a comparatively old building, having been erected prior to the war at an expenditure of \$30,000. It is in an excellent state of preservation, and is looked upon as a very representative church. The same denomination has a splendid structure on Grand avenue, near Olive street, and a number of other churches.

#### SACRED EDIFICES WITH INTERESTING HISTORIES.

The Methodist-Episcopal denomination made a splendid showing in a religious census recently taken. The Trinity Church, erected in 1857, and originally known as the Simpson Chapel, holds the record of having been the only Northern Methodist church which held services regularly throughout the war. This was not the first church in St. Louis of the denomination, whose record goes back as far as the eighteenth century. The Rev. John Clark preached in St. Louis in 1798, and about twenty years later the Rev. Jesse Walker established a Methodist-Episcopal church in the city. This church eventually connected itself with the Southern branch of the denomination. The other Methodist churches in St. Louis include some edifices, not only of great influence, but also of interest in historical records. Among them may be mentioned the Centenary, at Sixteenth and Pine streets; St. John's, at Locust street and Ewing avenue, and others, some belonging to the Methodist-Episcopal Church, North, and others to the Methodist-Episcopal Church, South, both denominations being supported by prominent and influential citizens.

The Second Baptist Church, on Locust and Beaumont streets, may be regarded as the home

of the earliest Baptist congregation of St. Louis. The present magnificent structure, with its excellent appointments, dates only from 1879, but the congregation which worships in it claims much greater antiquity. The Baptists enjoy the honor of having been the first to build a Protestant church in this country west of the Mississippi river, they having completed a sacred edifice near Jackson, in Cape Girardeau county, nearly ninety years ago. The same denomination has in St. Louis a church on Grand avenue at the corner of Washington, and another on the same avenue, but much farther north. It is also well represented elsewhere in the city.

The oldest religious Hebrew association in the city is the United Hebrew Congregation, which erected a synagogue just before the war on Sixth street, between Locust and St. Charles. The building was subsequently sold and converted into a commercial establishment, the congregation moving to Olive and Twenty-first streets. More recently it, or rather members originally connected with it, have erected Temple Israel and Shaare Emeth, both known as representative and handsome churches.

The Church of the Messiah, presided over by one of the ablest orators and writers in the West, represents the Unitarian idea in St. Louis. This church was erected in 1879 and 1880, the building being finally dedicated in December, 1881. In style it is early English Gothic, the blue limestone being relieved by horizontal strands of sandstone, which material is also used for the window and door trimmings.

Such is a brief record of the churches connected with the leading denominations in St. Louis. All that has been attempted has been to show that the social advantages include ample provision for spiritual training.

**NEW ST. LOUIS**      The value of good music  
**AND MUSIC.**      has been thoroughly appreciated in New St. Louis, and the best of conscientious music as compared with the purely commercial article is rapidly obtaining the appreciation it deserves. The old Philharmonic Society spent several thousand dollars in its efforts to revolutionize music and to send

out missionaries into the homes, churches and institutions of the city and give a higher tone to instrumental and vocal music generally.

The Choral Society is more strictly a New St. Louis organization, and it has done splendid work for St. Louis, although it is to be regretted that much of the expense has been borne by private individuals, whose modesty has prevented the public becoming acquainted with the debt it owes them. During the last fourteen years the society has spent sufficient money to bring to St. Louis the very best soloists in the country, and its work has been so successful that the production of the "Messiah" in Christmas week of 1893, with Miss Emma Juch and other singers of national reputation as soloists, is expected to be one of the finest productions of this great oratorio ever heard in this country. This will be the twelfth production of the "Messiah" in St. Louis; and it is safe to say that for many years to come this magnificent inspiration will be heard in the western and southwestern metropolis during Christmas week. The society is educating public tastes so rapidly that it is becoming self-supporting. In 1891 the sum of \$5,400 had to be raised to meet the deficiency caused by the engagement of high-class talent. In the season of 1892-93 the deficit was only \$3,600, which was promptly made up, and the indications are that the season of 1893-94 will be about self-supporting.

The influence of the society has been felt in public institutions of every character. The singing in the churches in St. Louis is now exceptionally fine, and the same may be said of several of the local institutions. In another way the Philharmonic and Choral societies have shown their influence. Old St. Louis had a reputation among advance agents as being an excellent town for concert companies to miss. New St. Louis, thanks largely to the Choral Society, has a very different reputation, for any good company can secure a crowded house. During the thirty days between April 12 and May 12, 1893, there were eleven high-class concerts in St. Louis, and these received the sum of \$15,000 as a reward for their excellence.

**THEATERS  
AND  
CONCERT HALLS.**

As an amusement center generally St. Louis has a high reputation. Mention has already been made of the special attractions provided during the autumnal festival period, and a record has been made of the early struggles of the first theater constructed in the city. There are now six thoroughly equipped first-class theaters in the city, with a seating capacity of more than 12,000, independent of the 6,000 seats in the two halls within the Exposition Building. For six seasons in succession five of these theaters have been well supported, and the best theatrical talent of the country has been seen at them. St. Louis' patronage has been also liberal enough to attract the best actors of foreign countries touring in America, and the appreciation of high-class histrionic work is proverbial. At the Olympic Theater, on Broadway, opposite the Southern Hotel, Joseph Jefferson, Edwin Booth, Lawrence Barrett and Fanny Davenport may be mentioned among leaders in the profession who have played very successful engagements. The Grand Opera House, is equally popular, and here also some of the greatest performers of the day have been seen. In addition to the best American actors and actresses, such conspicuous figures in the theatrical world of other nations as Sarah Bernhardt and Wilson Barrett have been seen repeatedly. The orchestra of the Grand is exceptionally good, and, like the Olympic, the theater is first-class in every respect.

Among the newer bids for the support of the theater-going fraternity may be mentioned the Hagan Opera House, erected about two years ago. The Hagan is a novelty in more ways than one. The construction and plan involved a maximum of common sense and convenience, while the management, in going as far west as Tenth street, showed an ability to read the signs of the times, which subsequent patronage has proved to have been exceedingly valuable. The newest of St. Louis' first-class theaters is the Germania, which is still farther west, being situated at the corner of Fourteenth and Locust streets. Here are represented German plays of

high character, and the patronage of the house is a tribute to the power of appreciation of the German element in St. Louis' population, an element which has done so much to maintain the stability of the city.

St. Louis is also exceedingly well cared for in the matter of summer opera. The oldest summer-garden theater in St. Louis is Uhrig's Cave, which dates from six or seven years prior to the war. During the summer evenings light opera is produced here by companies of established reputation, and empty seats are seldom seen. Close to the Cave is the Pickwick Theater, a favorite house of the numerous amateurs of promise of St. Louis. On the south side Schnaider's Garden, with its commodious and indeed luxurious summer theater, provides entertainment for dwellers in the southern wards. The new Sportsman's Park is also so arranged as to make it available for operatic and spectacular performances during the summer evenings. In the southern portion of the city Liederkrantz Hall is very popular for high-class entertainments, and there are now in course of construction several additions to the entertainment halls and ball-rooms of the city.

**CLUBS AND  
CLUB LIFE.**

New St. Louis is rich in the extreme in the matter of clubs. Of the Commercial, the Mercantile and the Noonday clubs mention has already been made. The two latter have been spoken of more in their business or commercial aspects, but they are also important factors in the society appointments of this great city. Since moving into its new building the Mercantile has carried the war into Africa in a most dexterous manner. From time, the memory whereof man knoweth not, ladies have looked upon clubs as their natural enemies, and have censured their sweethearts and husbands in no mild terms for allowing the luxuries of the smoking and billiard-room to lure them from the fireside in winter, or the front-door step in summer. The directors of the Mercantile, who it is not suggested have been censured in like manner as the immense majority of their fellow-men, decided to disarm the criticism of the ladies by making them,



as it were, *particeps criminis*. To do this, they fitted up ladies' rooms in the most luxurious style, and not only made it admissible for members to bring their own, or other men's, sisters to the club, but even encouraged them to do so. Hence, the Mercantile Club, in addition to being one of the most influential commercial organizations in the West, is also one of the most delightful society and social clubs in the world, as popular with the wives and daughters of members as most clubs are unpopular. Mr. George D. Barnard, the president of the club, has earned much praise by his able completion of the work of reconstruction which was commenced and carried on so zealously by his predecessor, Mr. J. B. Case.

The St. Louis Club is luxurious in its appointments, and has an air of exclusiveness about it which is in accordance with the ideal of high-toned club life. Its home is in a magnificent building on the southwest corner of Ewing avenue and Locust street, and its four hundred members include representative men of every type which can be regarded as consistent with the requirements of the upper-ten.

The Fair Grounds Jockey Club has its home inside the Fair Grounds, and is a popular resort, especially in the summer-time. Its membership is very large, and its banqueting hall is taken advantage of frequently for the purposes of entertaining strangers. Had a phonograph been inserted in the walls of this hall it could have bottled up enough eloquence to have educated the rising generation from time to time on almost every point of interest and importance.

The University Club was erected by scholars for scholars, and all the learning and erudition of the city is represented within its walls. Its members can talk in a greater number of languages than the men who commenced to erect the Tower of Babel. Of recent years the qualifications of members, so far as University graduation is concerned, has been relaxed, and there are now several members who confess to knowing little Latin and less Greek. The club continues to be a high-toned social organization, popular in the extreme with gentlemen of refined tastes.

#### EXCLUSIVE ORGANIZATIONS.

The Marquette Club has its home in a very attractive and suitable building on Grand avenue and Pine street. The constitution of the club states that its primary objects are to unite the prominent Catholic gentlemen of St. Louis and vicinity in bonds of social union; to organize them into a body that shall represent, watch over, vindicate and further Catholic interests; to establish it in an unobjectionable club-house, and by placing the club on a lasting basis to perpetuate a union of Catholics in the city of St. Louis. The club has carried out its original object very successfully.

The Harmonie Club was established in the forties by several of the then prominent Hebrew citizens of St. Louis. The club is still somewhat of a religious institution, though it is a very high-class social club. It rents a fine building on the corner of Eighteenth and Olive streets, and it is its proud boast that bonds and indebtedness of any kind are absolutely unknown to the club or its management. The Columbia Club has just completed a very handsome building on Lindell boulevard, just west of Vandeventer avenue, in which 135 members will establish themselves and run a club similar in every respect to the Harmonie.

The Union Club has a home on the south side, at Lafayette and Jefferson avenues, in which there is crowded more provision for home comfort than has perhaps ever been seen under one roof before. Every club is established to fill a long-felt want, but few of them have done their work so thoroughly as the Union, which in its new location is a distinct boon to residents on the south side. The new building is quite unique, both externally and internally, and every member is individually proud of it.

The Liederkrantz is also a south side club. It owns a very handsome building on Chouteau avenue and Thirteenth street, and its membership of 650 includes some of the most able singers in the city. The German element predominates strongly, and there are in addition to large and small entertainment and ~~reception~~ halls, dining-rooms and club apartments of every

character. Liederkrantz concerts and entertainments are always leading social events.

Only members of the Order of Elks are eligible for the Elks Club, which has its home in the Hagan Opera Building, on Pine and Tenth streets. There are about a hundred members who make use of the club, both for business and social purposes. Athletics of every description are encouraged by the management, and the club has also a special reputation for hospitality, very elegant suppers being tendered to visitors to the city, especially those who have made a reputation elsewhere in their respective professions.

There are also several very successful ladies' athletic and cycling clubs and semi-religious associations.

**HOTELS AND ACCOMMODATIONS FOR GUESTS.** The autumnal festivities attracts so many visitors that during the fall season the hotel accommodations of St. Louis of recent years have been found scarcely adequate, and in order to increase the facilities for taking care of large carnival and convention crowds, the \$2,000,000 hotel already described is being constructed. It will be opened in the course of a few months, and will make the down-town hotel facilities very complete. The Southern Hotel, a substantial fire-proof structure, has for many years been regarded as the leading hotel in the city and among the foremost in the West, its rotunda being one of the most extensive in existence. The Lindell Hotel, a few blocks farther north, is another establishment first-class in every respect. The Laclede Hotel is looked upon as an ideal family hotel, and is also exceedingly popular with politicians of every shade. The number of caucuses that have been held in and around it is very large, and the hotel management has a reputation extending from Maine to California for going out of its way to accommodate individual visitors and delegations in every conceivable manner. Adjoining the Laclede is Hurst's new hotel, another very fine structure; and nearly opposite the Lindell is the Hotel Barnum, a very popular house.

The tendency to move westward, which has resulted from the rapid transit facilities, has also been marked in the hotels. A few years ago the idea of first-class hotels west of Twelfth street would have been ridiculed, but now there is on Fortieth street, or Vandeventer avenue, a hotel known as the West End, whose appointments are first-class in every respect, and which is very popular both as a hotel proper and a family boarding-house. On Grand avenue the Hotel Beers and Grand Avenue Hotel are further exponents of this western idea; and early in the ensuing spring another very handsome edifice for hotel purposes is to be erected on the same thoroughfare. In the vicinity of the New Union Station, also far west of what has up to recent years been regarded as out of the way of business and travel, two and probably three very fine hotels are about to be erected, sites having been obtained for that purpose. When they are added to the present hotel equipment of the city, St. Louis will be able to handle a convention crowd of almost any magnitude without the necessity of special bureaus for the placing of guests in boarding-houses and private residences.

**BENCH AND BAR OF ST. LOUIS.** St. Louis is not a litigious city, and arbitration for the settlement of commercial disputes has always been very popular. There are, however, in the city a large number of lawyers and attorneys who find sufficient employment to yield them good incomes and who display marked ability in the exercise of their profession. The bar of St. Louis to-day knows no superior in the West, and among the gentlemen practicing law there are several whose fame extends to distant points. In the early history of St. Louis the laws of England, France and Spain were all partly enforced, and there were many complex questions in regard to titles which called for the exercise of the greatest possible care and ingenuity. Those days have passed now, and the business falling into the hands of the attorneys of the city is of an entirely different nature. On the bench there are to be found many lawyers of exceptional experience, and many decisions have been made here which

have been recognized as irreproachable law. Quite recently the city gave to the nation for a cabinet office one of its prominent attorneys; and other members of the St. Louis bar have distinguished themselves in various parts of the country. In another part of this work there will be found records of the careers of some of the most prominent members of the St. Louis bar, including sketches of some of the judges whose ability and integrity has made them more than famous.

The Bar Association of St. Louis was established in 1874. Col. Thomas T. Gantt was temporary chairman of the meeting called to "consider the propriety and feasibility of forming a bar association in the city of St. Louis." A committee of five was appointed, consisting of Alexander Martin, Henry Hitchcock, R. E. Rombauer, George M. Stewart and Given Campbell. The first president was Mr. John R. Shepley, who in his first address emphasized the fact that the object of the association was to "maintain the honor and dignity of the profession of law, to cultivate social intercourse among its members, and for the promotion of legal science and the administration of justice." It would be difficult to overrate the good influence of this association, or its effect on the tone of the bar and its members.

**DOCTORS OF MEDICINE.** St. Louis is such a healthy city that it is anything but a doctor's paradise, and the number of physicians in the city is not large, when the population is taken into account. Among the physicians who have made their home in St. Louis, there are several whose reputation extends beyond the confines of Missouri and Illinois, and even beyond the boundaries of the United States. Some of our surgeons are requisitioned from very distant points, when exceptionally complicated cases call for exceptional skill; and the city has also specialists who rank so high in the medical world that they are summoned for consultation to cities 1,000 miles distant. It would be interesting to trace the early history of medicine in the city, but it must suffice to say that at the present time nothing is

needed in this respect, and that all that science and skill can do to ameliorate suffering and to prolong life can be and is done in St. Louis. The medical press is well represented, and the medical journal which has the largest circulation in the world is published from this city.

Almost every known school of medicine is represented, not only by practitioners, but also by medical colleges. The number of these latter is very large, and the work they do in educating and preparing young men for the profession is influential for much good. There are several hospitals in the city, some of them connected with religious and other bodies, and others which are entirely independent and catholic in their work. It is to be regretted that the exigencies of space prevent a detailed description of the hospitals and medical colleges, but such would require an entire volume to even do the subject partial justice.

#### NEWSPAPERS OF NATIONAL INFLUENCE.

The newspapers of St. Louis speak for themselves, two, at least, of them having national influence and importance. Following the plan generally adopted in this book, the early history of the newspapers will be but very briefly mentioned. The *Globe-Democrat* is probably the best newspaper in the United States west of New York, and it is certainly by far the best newspaper in the country west of New York and south of Chicago. It is the survival of the *Globe* and the *Democrat*, which papers were consolidated in 1875. Two years ago the *Globe-Democrat* moved into the magnificent building on the corner of Sixth and Pine streets, which it erected for its own home. The building is a model newspaper office in almost every respect, and it has few equals and still fewer superiors in the United States. The policy of the *Globe-Democrat* politically is Republican, but national affairs are looked upon in a very liberal manner, and measures, rather than parties, are analyzed and discussed from a critical standpoint. Mr. Joseph B. McCullagh is the editor-in-chief of this great newspaper, which, during the eighteen years which have elapsed since its publica-



tion under its present name, has been edited daily under his personal supervision, the aggregate number of days of his absence from the office during that period being about equal to the time occupied by the summer vacation of the ordinary professional or business man. The *Globe-Democrat* is conspicuous for the absence of trumpet-blowing of its own achievements, and when it moved into the "Temple of Truth," the only announcement made in its columns of its change of location was included in the single sentence: "We have moved."

The early history of the *St. Louis Republic* has already been given in these columns. It is now one of the most influential Democratic newspapers in the United States, and although old in years and experience, it is still young in enterprise and vigor. In addition to an excellent telegraphic and news service from outside the city, it makes a specialty of local news, which it covers with great accuracy and judgment. Since it changed its name and reorganized, its circulation has increased with great rapidity, and the growth of its influence has been quite on a par with its financial boom.

There are three evening newspapers in St. Louis published in the English language—the *Post-Dispatch*, the *Star-Sayings* and the *Chronicle*. The *Post-Dispatch* is the largest of these, and it publishes a Sunday issue which is really a magazine and compendium of current literature in addition to a first-class newspaper. It is edited by Mr. Florence White, and both the daily and Sunday issues are bright exponents of the New St. Louis idea.

The *Star-Sayings* is edited by Mr. John Wagner, an able and conscientious journalist, who has succeeded in largely increasing the influence and importance of the paper. The *Star-*

*Sayings* is enjoying a great renewal of prosperity, and makes itself heard on all questions of importance.

The *Chronicle* is the only one-cent daily paper in the city. Its editor, General Hawkins, has completely remodeled and rejuvenated the paper, which is popular in the extreme, and which claims to have a larger local sale than any other paper published.

The German papers are almost as prominent as those printed in English. The *Westliche Post* and the *Anzeiger des Westens* are quoted as authorities in all parts of the United States; and the *Amerika*, *Tribune* and *Tageblatt* have each their own field to fulfill in a satisfactory manner.

The magazine press of St. Louis is less conspicuous than the daily, and although there are several publications, there are none of sufficient national repute to make a detailed reference to them necessary.

The immense size of the Sunday newspapers and the large amount of space devoted to literary and scientific questions, has made it difficult to establish weekly papers on a paying basis in St. Louis. For many years the *Spectator* prospered and contributed to local literature a great deal of valuable and interesting matter. Its long career has, however, terminated, and the *Sunday Mirror* is now\* practically in exclusive control of the weekly press. The *Mirror* differs in its make-up and character from any other western publication. It knows neither friend nor foe in its columns, and is original and fearless in its style and policy, supplying, in a way never filled before, a field which ought not to be overlooked in a city of 600,000 inhabitants.

\*December, 1893.





*Dr. Chas. C. C.*





## BIOGRAPHICAL APPENDIX.

---

### INCIDENTS IN THE LIVES OF SOME OF THE MEN WHO HAVE HELPED MAKE ST. LOUIS THE METROPOLIS OF THE WEST AND SOUTHWEST.

It would have been better for a man never to have lived, than  
not to leave behind him traces of his existence.—NAPOLEON.

NATURAL ADVANTAGES go a long way towards making a city great; but while it is true that no city can rise to metropolitan rank without them, it is equally true that no substantial progress can be made without the guidance and assistance of men of untiring energy and unquestionable integrity. St. Louis has been uniquely fortunate in this respect, for it has always had at the helm men who have lived up to the principle enunciated by Addison—

'Tis not in mortals to command success,  
But we'll do more, Sempronius—we'll deserve it.

The writer of the historical chapters of this book has naturally brought out into as bold relief as possible the greatness of New St. Louis, and in some passages he has perhaps been a trifle sarcastic at the expense of Old St. Louis. But the fact remains that the greatness of our favored city to-day would have been impossible without the foundation-stones laid a generation ago by men we are too apt to look upon as wanting in energy and enterprise. The child has to walk before he can safely run; and the methods which are approved in these days of the city's maturity, would have been out of place and dangerous fifty, and even twenty, years ago. Just as in building one man constructs the foundation and another completes the improvement and deco-

ration, so in a city one man makes greatness possible and another attains it.

New St. Louis' business, financial and professional interests are in the hands of men who have all the buoyancy of youth with all the deliberation and judgment of age, and too much praise cannot be given them for the work they are doing. They are the first to admit that they owe a great deal to those who preceded them, and they are the last to attempt to belittle the efforts of those who secured for Old St. Louis a reputation for conservative strength which New St. Louis has so thoroughly retained.

Laclede, Chouteau and the men who with them bore the burden and heat of the day, when both the burden and the heat were oppressive, and when there was also an element of actual danger to contend against, were full of energy and vim, and to them the words "fear" and "impossible" were equally without meaning. After them came a generation of workers who molded the city out of a frontier town, and who again were succeeded by those who piloted St. Louis into greatness and helped it become the largest city on the largest river in the world. Many of even these have passed away, but there are also a large number of men in St. Louis who may be regarded as links between the Old and the New, having been identified with both, and being

thus exceptionally competent to appreciate the greatness of the city in these latter days. In the pages which follow will be found a record of the lives of some of the foremost citizens of the St. Louis of to-day, and of the St. Louis of the past, and the lesson taught by the records and examples is one of the greatest possible value.

No history of St. Louis could claim to even approach completeness without reference to the Chouteau family, whose record dates back to the founding of St. Louis, and which for a hundred years and more has been closely identified with it. The first member of this family to be born in St. Louis was PIERRE CHOUTEAU, Junior, whose early home was the stone house then located at the southwest corner of what is now known as Washington avenue and Main street. This house had been acquired a year prior to his birth by his father, and was one of the only two stone houses in the villiage, the other being that of Auguste P. Chouteau, his uncle. Pierre, Jr., was the second son of John Pierre Chouteau, Sr., who was born in New Orleans in 1758, and who died in St. Louis in 1849, and who was the oldest of the four children born to Madame Therese Chouteau by her second husband, Pierre Laclède Liguist, the founder of the trading post which he named St. Louis. Madame Therese Chouteau, came up the river to Fort Chartres in the winter of 1763-4, and located at the trading post of St. Louis. She had one son, Auguste, by her first husband, and the four children by her second husband also bore the name of Chouteau, in obedience to a statute of French law of that time. The mother of the subject of our sketch was Pelagie Kiersereau, an only child of her parents. She was born in St. Louis, and at an early age left an orphan to be reared by the family of Joseph Taillon, Sr., her maternal grandfather. She was married to Pierre Chouteau, Sr., and in 1793, at the age of twenty-six years, or after ten years of wedded life, she died, leaving three sons, Auguste P., Pierre, Jr., and Paul Liguist, and one daughter, Pelagie.

Very little record exists of the childhood of Pierre, Jr. In 1806, when the lad was seven-

teen years old, he accompanied Julian Dubuque up the Mississippi river to the present site of Dubuque, Iowa, where rich lead mines were then located, being induced to go by a promise from Dubuque that in the event of his death while on the trip, that he (Pierre) should become sole heir to the mines. He remained at the mines two years, acting as clerk for Dubuque, and returned to St. Louis in 1808, being then nineteen years old. In 1809 he accompanied his father and elder brother, Auguste P., on a trading voyage to the Indian tribes of the upper Missouri, the three on their return reaching St. Louis safely in November of the same year.

In 1813 the young man entered business on his own account, forming a partnership with his brother-in-law, Bart. Berthold, under the firm name of Berthold & Chouteau. On May 1st of that year they opened a stock of general merchandise, which was purchased in Philadelphia. The building occupied belonged to Berthold, and was located on Main street, being the first brick house built west of the Mississippi river. Yearly trips were made by one or the other of the partners to Philadelphia, in order to purchase goods, the journey being made principally by boat.

This mercantile business was carried on very successfully until about 1820, when the firm of Berthold & Chouteau closed out their stock of merchandise and, having accumulated considerable capital for that time, extensively embarked in the fur trade of the upper Missouri. Subsequently Messrs. Bernard Pratte, Sr., and John P. Cabanne were taken into the company, which became Berthold, Chouteau & Company, fur merchants. A profitable trade was after this conducted for some time, the firm becoming known as one of the most extensive dealers on the Missouri river. In April, 1831, Mr. Berthold died, and the style of the firm was changed to Pratte, Chouteau & Company. In 1837 Mr. Pratte also died, and the death of Mr. Cabanne, four years later, left Mr. Chouteau the only surviving member of the original company.

A year after Mr. Cabanne's death, Mr. Chouteau associated with himself in the fur trade,



*Chas. J. Montrose*





Messrs. John B. Sarpy, Joseph A. Sire and his son-in-law, John F. A. Sandford, all of whom had previously been trusted employes of the house. Mr. Chouteau continued in the fur trade until his death in 1865; but of his partners, Mr. Sire died in 1854, while Messrs. Sarpy and Sandford died in 1857.

Although Mr. Chouteau was the head of one of the largest fur houses in St. Louis at a time when the city was the headquarters for the fur and Indian trade of the West, it was not the only enterprise of magnitude in which he was a moving spirit. In 1838 he established the wholesale "grocery commission" house of Chouteau & Mackenzie, with Kenneth Mackenzie as the junior partner. This connection was not continued very long, as in 1841 Mr. Chouteau sold out his interest to his partner, and in the same year established a branch of his fur house in New York City. In 1842 he also established in the same city a commission house, Messrs. Sandford and Merle being the gentlemen interested with him in this venture.

In 1849 Pierre Chouteau and James Harrison, of St. Louis, with Felix Valle, of Ste. Genevieve, associated themselves together as the American Iron Mountain Company, and purchasing the Iron Mountain in St. Francois county, embarked extensively in the mining and manufacturing of iron. In furtherance of their iron enterprises this firm, in 1851-2, built the extensive rolling mill in North St. Louis, which is still successfully operated under the old firm name. In 1853 Mr. Chouteau instituted the last enterprise of his life, this venture being the railroad iron house of Pierre Chouteau, Jr., Sandford & Company. It is a notable fact in connection with his business enterprises, that Mr. Chouteau survived all of the six partners interested with him in the fur business.

Mr. Chouteau stood very high with the people among whom he lived, and was honored and respected as a gentleman of inflexible integrity and of a high degree of ability. In 1820, upon the admission of this State to the Union, he was chosen to represent St. Louis county in the convention which framed the constitution of Mis-

souri, and in that body his counsel and sagacity were found invaluable.

Mr. Chouteau was married on June 13, 1813, to Miss Emilie Anne Gratiot, a daughter of Charles Gratiot, Sr., who came to this country from Lausanne, Switzerland, in 1777. Five children were born to them. Emilie, born in 1814, was married to J. F. A. Sandford, of Baltimore, who was interested with Mr. Chouteau in many of his business ventures; both wife and husband are now dead. Julia, born in 1816, was married to the late Dr. William Maffitt. Pierre Charles, born in 1817, died in 1818. Charles Pierre, born in 1819, married Julia Anne, daughter of General Charles Gratiot. Benjamin Wilson, born in 1822, died in infancy. Thus Charles P. and Mrs. Julia Maffitt are the only ones of the children now living.

Pierre Chouteau, Jr., died October 6, 1865, in his seventy-seventh year, his wife's death preceded his own by about two years.

CHOUTEAU, CHARLES PIERRE.—Charles Pierre Chouteau is the fourth son of Mr. Pierre Chouteau, Jr., of whose life and career a record has just been given. At the age of seventy-five the subject of this sketch may be spoken of as a noble representative of the great Chouteau family, and as being in possession of that vigorous health which men who have lived careful and temperate lives so often enjoy after they have lived beyond the limit of human life as announced by the Psalmist. Charles Pierre Chouteau was born December 2, 1819. His parents appreciated the value of a first-class education, such as their ample means enable them to provide for their children, and when Charles was but six years old he was placed under the tuition of Mr. Savaré, who had attained a high position as an instructor of youth, and who was teaching the first rudiments of education to the sons of several prominent St. Louisans.

For two years this course of study was continued, but in 1827 Mr. Pierre Chouteau, Jr., sent his son to the seminary, then recently established by the Jesuit Fathers at St. Ferdinand in St. Louis county, and which is now the

St. Louis University. Young Mr. Chouteau was the first scholar to enter this academy of learning, then in its early infancy. He remained in charge of the Fathers for five years, and at the age of thirteen he went to New York, and in pursuance of his determination to acquire proficiency in the profession of civil engineering, he entered the civil and military institution of Messrs. Peugnet Brothers. Here he studied for four years, during which time he acquired a thorough engineering training, and in August, 1837, he graduated with honors.

Returning to St. Louis the following year, he assisted in the merchant house of Chouteau & Mackenzie, representing his father's interest in this important firm. In 1842 Mr. Pierre Chouteau disposed of his interest to Mr. Mackenzie, and in the following year, 1843, his son proceeded to London to look after the important Chouteau interests in that city. Mr. Charles Pierre Chouteau spent two or three years in Europe and also traveled extensively throughout the then undeveloped Northwestern territories of the United States. In these journeys and negotiations, Mr. Chouteau displayed great talent and discretion and earned for himself the regard and esteem of the men with whom his business and that of his father brought him into contact. While in charge of the fur business on the upper Missouri he took the steamer *Chippewa*, to the falls of that river, being the first steamer to reach that point.

In November, 1845, or when he was nearly twenty-six years of age, Mr. Charles Pierre Chouteau married Miss Julia Anne Gratiot, the youngest of the two daughters of General Charles Gratiot. Mrs. C. P. Chouteau is the granddaughter of Charles Gratiot, Sr. Her father was born in St. Louis in August, 1786, and in the year 1804 he went to West Point, then but four years the home of the United States Military Academy. He graduated with distinction in 1808, and was assigned to the Corps of Engineers, with whom he worked for more than thirty years. Mr. and Mrs. Chouteau's married life has been exceptionally happy. They have had five children, two sons and three daughters,

the oldest son being named after his grandfather and great-grandfather, Pierre.

Mr. C. P. Chouteau's business career during the last half century has been one of almost continuous activity, for he has given to every detail his personal attention, and it is only during the last few years that he has yielded to the earnest solicitations of his family and allowed his son to relieve him of some of the cares attached to the management of interests of such magnitude. As we have already seen, Mr. Pierre Chouteau, Jr., connected himself with many enterprises of great magnitude, and even prior to his death in 1865, his son had become intimately identified with their management. Although in the enjoyment of an enormous fortune by inheritance, the subject of this sketch has considered it his duty to identify himself with important enterprises from time to time; and it would be difficult to overrate the benefits St. Louis have obtained not only from the investment of Chouteau capital, but also from the directing influence of such a man as Mr. Charles P. Chouteau.

Mr. Chouteau's investments have all been of a prudent and profitable character, and he may be fairly described as one of the most prosperous and successful men of the West. Naturally unostentatious and retiring, Mr. Chouteau has not made a great parade of princely charity, but he has distributed vast sums of money in a quite manner for the amelioration of distress and for the assistance of deserving young men; and a reference to his check books would disclose the identity of the giver of a large number of very liberal anonymous contributions to religious, educational and philanthropic enterprises.

CHOUTEAU, PIERRE, son of Charles P. and Julia Anne (Gratiot) Chouteau, was born in St. Louis, July 30, 1849, and is a fitting representative of what it is no exaggeration to speak of as a line of nature's noblemen. We have no titled aristocracy in this country, and especially in the West, nor is that last relic of feudalism, the law of primogeniture and entail possible or permissible in a country which acknowledges no government save that which is of the people,





Pierre Chanteau



for the people, and by the people. But the motto "*noblesse oblige*" is honored, though unexpressed, by the members of our best families, and this descendant of the man who first settled in what is now the city of St. Louis, represents all that is deserving of commendation in humanity.

As already stated in this work, Mr. Chouteau's mother was a Gratiot, being a daughter of General Charles Gratiot, himself a citizen whose ideas of loyalty to his country and city made him loved as well as respected. Descended on both sides from the best families in the West, Pierre Chouteau, great-grandson of the founder of St. Louis, and grandson of the first Pierre Chouteau, Jr., started out in his youth to maintain the traditions of his house, and he has succeeded so well that to-day he stands second to none in the estimation and regard of his fellow-citizens. He was educated in St. Louis, but as soon as he was old enough, he crossed the Atlantic and entered the Royal School of Arts, Mines and Manufactures at Liege, Belgium. This institution is second to none in the entire world in its facilities for imparting a thorough education of a technical character, and young Mr. Chouteau thus had the benefit of a course of study in theoretical and practical engineering which laid the foundation for the proficiency to which he has since attained in this profession.

Returning to this country in the year 1874, Mr. Pierre Chouteau commenced practicing his profession, and soon acquired a reputation of which a much older man might well have been proud. He was prevented, however, from continuing to rise in the ranks of engineers by being called upon to assist his father in the management of the extensive business and vast interests of the Chouteau family. Somewhat reluctantly Mr. Chouteau relinquished his profession and responded to the call, since which time he has been in practical control of the business, and has given to it the attention and care which made him so successful as a professional man.

Although not yet forty-five years of age, Mr. Chouteau has acquired great influence in the city and its surroundings, and is looked upon,

not only as the active representative of the first family of the city, but also as a vigorous exponent of the New St. Louis idea. No movement having for its object the furtherance of the city's interests has appealed in vain to Mr. Chouteau for assistance, pecuniary and otherwise, and although of a retiring disposition, he has been compelled to take part in several semi-public movements.

Mr. Chouteau married on November 27, 1882, Miss Lucille M. Chauvin, a member of one of the old and high respected French families of St. Louis. Mr. and Mrs. Chouteau have one child, a daughter, and reside in a picturesque home on Westminster place.

MAFFITT, CHARLES C., son of Dr. William and Julia (Chouteau) Maffitt, was born in St. Louis, February 17, 1852. He is a thorough St. Louis man in every respect, inheriting from his mother the feeling of loyalty and devotion to the city that has been a special characteristic of the Chouteaus for more than a century and a quarter. Dr. Maffitt came from one of the oldest and best known Virginian families, and he served for many years as a surgeon in the United States Army on the staffs of Generals W. S. Scott and William Jenkins Worth. He located in St. Louis in the year 1840, and died here in the year 1864, having made countless friends in the city by his sterling qualities and genial manners.

Dr. Maffitt's widow has recently celebrated her seventy-eighth birthday and is an object of love and veneration to an immense number of relatives and acquaintances. She was born just two years after the death of "La Mere de Sainte Louis" as "Grandma" Chouteau has been aptly named, on account of her being not only the mother of the men who founded St. Louis, but also the first white lady to locate on the ground where the trading post of St. Louis was subsequently established. She was born in New Orleans, where she married Auguste Rene Chouteau, one of her sons being Auguste, or Colonel, Chouteau.

In 1763, when the last named was a boy of



thirteen, Mrs. Chouteau came to St. Louis with her family, and her business ability contributed much more largely than is generally considered to the early success of the settlement. She bore the hardships and privations inseparable from pioneer life with great fortitude, regarding St. Louis very much in the light of a child of her own, and rejoicing in every advance made. From the second son of this lady, Pierre, Sr., the branch of the Chouteau family to which Dr. Maffitt's widow belongs sprang, both that lady and Mr. Charles P. Chouteau being grandchildren of Pierre, Sr. As already mentioned in this work, the Chouteau family now includes some of the best known millionaires of the West, as well as some of the best known and most highly respected men in this portion of the country.

Young Maffitt was educated at Seton Hall College, South Orange, New Jersey, concluding a very excellent education at Washington University in his native city. He at once entered into the iron business and was for some years vice-president of the Chouteau, Harrison & Valle Iron Company, of which important corporation he is now president. In addition to this office, Mr. Maffitt is also president of the world-renowned Iron Mountain Company, which is famous for the richness of its ore and which is known as one of the greatest dividend payers among the iron mines of the world.

Although but forty-two years of age and quite a young man, Mr. Maffitt's responsibilities would be enormous even if they were limited to the presidency of these two very important corporations. But he has other interests of great moment. As president of the Forest Park, Laclède Avenue and Fourth Street Railroad, a branch of the Missouri Railroad system, he has been largely responsible for the vast improvement in the equipment and management of that road of recent years. He is also president of the St. Louis Union Stock Yards Company, president of the Helena and New Orleans Transportation Company, a director of the State Bank of St. Louis, and a director in the Merchants' Terminal Company and the Fair Grounds Association.

Although a hard worker and a man who believes in the proverb that "the eye of the master fattens the steed," Mr. Maffitt devotes considerable time to legitimate sport, and as judge and racing steward at the race-meetings at the Fair Grounds his decisions have given invariable satisfaction. He is one of the best posted men in Missouri on blood horses and has a small racing stable of his own, in which his friends take a great deal of pride. The integrity of the owner makes it certain that every horse will be run on its merits, with orders given to the jockey to go in and win, and it is sportsmen of the Maffitt type that are needed to purify American racing and keep it select.

Mr. Maffitt is also a well-known club man. He is a member of the Commercial, the Jockey Club, and other institutions of a social character, and is one of the most prominent society men in St. Louis. He uses his means to the best advantage, and is one of the most vigorous exponents of the New St. Louis idea. His charities are numerous, and indirectly his heavy investments have provided profitable work for thousands of heads of families.

As a politician, Mr. Maffitt's fame is not confined to his own city. He is a Democrat from conviction and choice, but he also believes in measures rather than men, in purity in politics, and in fair play for all. He has been twice honored by being elected delegate to the National Convention of his party, first in 1884 as a district delegate, and again in 1892 as delegate at large. On the latter occasion he was chosen chairman of the Missouri delegation to the Democratic National Convention at Chicago. Although at the head of the largest protective industries in the State of Missouri, Mr. Maffitt has entirely sunk his personal advantage to the good of his party, and by his unswerving democracy and advocacy of the policy of tariff for revenue only, he has won the confidence of his party to such an extent that he is now serving his third term as chairman of the State Democratic Central Committee.

His success as a political leader has been as marked as have been his commercial triumphs.



*W. W. W. W.*





He has managed the State Democratic campaign with signal ability, and it was largely owing to his good management that in 1890 the Missouri Democracy revenged itself for the loss of the three St. Louis districts two years previously and sent a solid delegation to the fifty-second Congress. Mr. Maffitt stands so well with the Democratic and also the commercial and business leaders of the city and State that he can have any office that he desires at the hands of the people, by whom he has been frequently importuned to run for office.

GARRISON, DANIEL RANDALL, son of Captain Oliver and Catherine (Kingsland) Garrison, was born on the banks of the beautiful Hudson river, in Orange county, New York, near Garrison's Landing, on November 25, 1815. Both his parents were genuine Americans and of distinguished families.

His mother was born in New Jersey, and her family connections included such well known historical names as the Schuylers, the Buskirks, and the Coverts. Captain Garrison was the direct descendant of an old Puritan family which had settled in New England early in the history of the colonies. He owned and commanded the first line of packets which ran between New York and West Point, prior to the days of steamboats.

When Daniel was fourteen years of age, the Captain moved to Buffalo, New York, a point which nowadays is regarded as the far East, and it was at Buffalo that the man of whom St. Louis is now so proud concluded his education and secured his first employment.

He commenced his career as an employe of Bealls, Wilkinson & Company, engine builders, in whose employ he continued until the year 1833. In June of that year young Mr. Garrison was one of a committee of three appointed to make a presentation to Mr. Webster, who was on a visit to Buffalo. The presentation was made as an indorsement of Mr. Webster's tariff views by those who subscribed to the fund, and the event created a great and lasting impression on the mind of the young man who was destined

to become one of the greatest and grandest citizens of the then little-thought-of West.

In the fall of 1833 Mr. Garrison went to Pittsburgh, Pennsylvania, where he took a position in one of the largest pattern and machine establishments of that city, and for two years he continued at this employment. In 1835 he came to St. Louis and was placed at the head of the drafting department in the foundry and engine works of Kingsland, Lightner & Company. He devoted himself faithfully to the work for five years, and in 1840, or a little more than half a century ago, he commenced his actual business career. He was then, as now, a stalwart, fine man, and his mind was capable of grasping, even at that early period in the history of St. Louis as a manufacturing city, the fact that the day was not far distant when it would become an exporting instead of an importing point for finished goods.

With this settled conviction as an incentive to enterprise, Mr. Garrison associated himself with his brother, Oliver, and commenced the manufacture of steam engines. The Garrison Brothers' shops were small indeed compared with the gigantic enterprise in which Mr. Garrison has since been the leading spirit, but the watchword was "thorough" from the commencement, and every part of every engine was as perfect as money and science could make it. Mr. D. R. Garrison naturally assumed charge of the drafting department, and he did this work, as everything else he undertook, faithfully and well. Business increased, and the foundry became overtaxed with work. For eight years it continued steadily at work on home orders, and then came the historical discovery of gold in California.

Attracted by the evident need of transportation, Mr. Garrison, on February 15, 1849, went to San Francisco, with a view to establishing a steamer service on the California river. On his arrival he found the reports of gold discoveries to be well founded, and at once sent to his brother, Oliver, for three large engines, one of which he sent to Oregon for service in a steamer which he built on the Willamette river; the

second was used in a boat built on the Sacramento river, and the third was used at a saw mill. Mr. Garrison's California ventures proved exceedingly profitable, and when they were concluded he went to Puget Sound in a canoe propelled by four Indians, finally returning home via the Isthmus of Panama, and arriving in St. Louis in 1850.

Soon after this he retired from the machine works, but not from active life. He at once took a prominent part in the proposed Ohio & Mississippi Railroad, and a meeting of the citizens was called with a view to subscribing half a million dollars for the commencement of the work. Finally, thanks to Mr. Garrison's energy and to the impetus his name gave to the enterprise, the road was commenced, and to Mr. Garrison belongs the honor of having laid the last rail on the first road that connected St. Louis with the East, the work having been accomplished in spite of great and apparently insurmountable difficulties.

Mr. Garrison was in control of the Ohio & Mississippi road until 1858, by which time it was a perfect success. He was also connected with the Missouri Pacific road, which then ran from St. Louis to Sedalia, and it was largely owing to his indomitable energy that it was completed to Kansas City, the work being done during the war, when the difficulties were naturally increased ten-fold. The original gauge of the Missouri Pacific was five and a half feet, and when it was proposed to make it a standard gauge road, Mr. Garrison undertook to make the change between here and Leavenworth, Kansas, in sixteen hours. The proposal was laughed at; but he was asked to make the attempt, and he succeeded so well that in July, 1869, the entire gauge was changed in twelve and a half hours, without any interference with traffic.

In the spring of 1870 he relinquished the management of the Missouri Pacific Railroad and confined his attention to the work and completion of the Vulcan Iron Works in South St. Louis. Ground was broken for the erection July 4, 1870, and in a year they were in successful operation the first rail mill west of the Mississippi river, and

one of the largest in America. The works soon found employment for a thousand men, and gratified the ambition of Mr. Garrison to make Missouri rails out of Missouri iron for the building of Missouri and other western roads. Mr. Garrison's next large enterprise was the construction of the Jupiter Iron Works, one of the largest furnaces in the world, and he has since been able to introduce the manufacture of steel into this city.

He is now, at the age of seventy-eight, able to look back on a life of usefulness such as fall to the lot and honor of few men. Mr. Garrison made his own way in the world, and while accumulating a fortune for himself, has done more to develop the West as a manufacturing point than any other man. He has also earned the esteem of every one with whom he has come in contact, and is regarded as one of the greatest men St. Louis has ever produced or developed. He has resided in the city upwards of half a century, and has watched its development with both interest and care, allowing no feature to escape attention, and being ready with both money and time to assist in every object devised for the city's good.

His railroad experience has been exceptionally beneficial to St. Louis, not only in connection with the building and extension of the Ohio & Mississippi and the Missouri Pacific, but also as manager of both the Missouri Pacific and Atlantic & Pacific roads. Seventeen years ago the work, "St. Louis, the Future Great" was dedicated to Mr. Garrison in the following terms: "To Daniel Randall Garrison, a citizen great in the attributes of manhood, one who has woven out from his individuality, his superior brain and restless activity, a large contribution to the city of my theme and to my country; one who in building up his own fortunes has impressed his character upon many material interests, and who gives promise to still greater usefulness in the future, this volume, which illustrates a fadeless hope and a profound conviction in the future of St. Louis, is respectfully inscribed by the author."

The terms of the dedication were well chosen



*Dr. R. Garrison*





even in 1875, but in the nine years that have since elapsed, the works of this noble citizen have borne still more fruit, and several of his anticipations as to the city's greatness have been abundantly and magnificently realized. The name of Garrison will be remembered as long as St. Louis remains a city, and for generations to come the career of D. R. Garrison will be quoted as a magnificent example of how a man with sufficient will-power and integrity can attain almost any degree of success he steadfastly strives after.

GARRISON, OLIVER LAWRENCE.—A young man who reflects credit on an old and honorable name, a name that is inextricably interwoven with the commercial history of St. Louis and the Mississippi Valley, is the subject of this sketch, who was born in this city October 13, 1848. His father, Oliver Garrison, was intimately connected with the early manufacturing and commercial history of St. Louis, was president of the Mechanics' Bank for twenty-five years, and was one of the founders of the Eagle Foundry. His mother, Louisa (Hale) Garrison, died June 19, 1893, four years after her husband.

He is a nephew of D. R. Garrison, who was his father's partner in the establishment of the Eagle Foundry, over fifty-five years ago, while his paternal grandfather, Captain Oliver Garrison, was of old Puritan stock and the owner of the first line of packets on the Hudson river between New York and West Point. His grandmother on the same side of the house was descended from old Knickerbocker stock, and was related to some of the families prominent in early New York history.

Young Oliver received his education chiefly at Wyman Institute, being a school-mate of Winthrop G. Chappell. He left school when seventeen years of age, for the purpose of entering the insurance business. After four years spent in this line, he concluded to follow to some extent in the footsteps of his father and distinguished uncle, and accordingly he entered the iron trade, which he has followed most suc-

cessfully for twenty years. His business is of vast proportions, and besides his iron interests he is an extensive operator and dealer in coal in Chicago, his interests in that city being nearly as extensive as his business in St. Louis.

Besides his deals in coal and iron, he is president of the St. Louis Paper Company, and secretary of the Big Muddy Coal and Iron Company, and vice-president of the Chicago & Texas Railroad Company. He is an influential member of the Merchants' Exchange, and a very active club and benevolent society man, being a member of the Mercantile Club, the St. Louis Jockey Club, of the Legion of Honor, Compton Hill Council, besides various other social and benevolent societies in St. Louis and clubs in other cities.

Mr. Garrison was married to Miss Mary S. Siegrist in 1879, and has three children living—Oliver L., Jr., Hazel Marie, and Clifford R.

CHRISTY, ANDREW, was another of the pioneers who in the early days of St. Louis showed their faith in the city by investing large sums of money in the furtherance of its interests. He was born a few months before the close of the last century, in Warren county, Ohio, but when he was quite a child his parents moved to Lawrence county, Illinois, locating on a farm near the county seat. Young Andrew was educated in the schools near his home and taught school for some time in St. Clair county, Illinois, near the town of Ridge Prairie.

When he was about twenty-seven years of age he became connected with Francis and Vital Jarrot, of Cahokia, and the three young men commenced in the mining business at Galena, Illinois. They continued in this for some years, finally removing to St. Clair county, Illinois, just across the river from St. Louis, where Mr. Andrew Christy went into partnership with his brother, Samuel C. Christy.

In the year 1832 Samuel Wiggins sold his ferry franchises to the Christy brothers and some seven or eight other gentlemen, and a few years later the Christys acquired a majority of the stock. The boats continued to run under the

name of the Wiggins Ferry Company, of which Mr. Christy was a member until his death. His influence in the enterprise was manifest by the building of a number of new boats, including the *Wagoner* in 1846, the *St. Louis* in 1848, the *Charles Mullikin*, the *Samuel C. Christy*, the *Cahokia*, the *Belleville*, the *Louis V. Bogy*, the *Indicator*, and several others.

Between 1835 and 1840 Mr. Christy was in the grocery and commission business, in partnership with Samuel B. Wiggins. The business was located on Chouteau's row, between Market and Walnut streets, and Main street and the river. This business was very prosperous, and Mr. Christy realized a large sum of money from it in addition to his large interests in the ferry. The importance of the ferry company to the commerce of St. Louis cannot, of course, be overrated. In the ante-railroad days the work done by the ferries was of the most important character, and as the railroads were built the nature of the work increased in volume and importance.

The enterprise of the company was thoroughly shown a little more than half a century ago, when, owing to the danger and difficulty of crossing the river when there was a large quantity of ice, it was decided to construct a ferry-boat with an iron bow, so as to enable it to be safely driven through almost any amount of floating ice. The boat was delivered in St. Louis in December, 1839, and in many respects thoroughly fulfilled every obligation expected of her. In 1847 the landing-place was greatly improved, and in 1852 it is on record that the ferry company "with its usual liberality placed ferry-boats at the disposition of the railroad companies for the transportation of persons to the demonstration of January 7th, the boats being free to persons going to or returning from the celebration."

The charter of 1819, under which the Wiggins Ferry Company did business, expired in 1853, and there was considerable opposition to the application to the Legislature for a renewal. The immense importance of the work and the large sum of money invested resulted, however,

in the granting of a perpetual ferry charter to Mr. Andrew Christy and four other gentlemen, and a large increase in the capital invested resulted. In 1865 the entire river front of East St. Louis, for a distance of some miles, was owned by it, and during the year between one and two thousand passengers were carried across the river daily, the receipts approximating three hundred thousand a year.

Shortly after this, on August 11, 1869, Mr. Christy died of paralysis. He had never married, and the immense fortune which his never-varying industry had accumulated, was bequeathed to his brothers and sisters and their descendants. He was a man of great public enterprise and represented St. Louis with marked ability and fairness in the 1851 Legislature. He was unsparing in his efforts to secure the building of railroads to St. Louis, and he also spent a large sum of money in preserving the harbor of St. Louis by turning the river current and preventing the shoaling of water on this side of the stream.

Some idea of the work accomplished by this indefatigable worker and his associates can be gleaned from the following passage, which is to be found in the old newspaper files of St. Louis:

"There was no levee at that time and the boat was landed under the cliffs and rocks. A road led down from the village (St. Louis) to the ferry landing. Capt. Trendley used frequently to run in under the cliffs to get out of a shower. The ferry landing at that early time on the Illinois shore was at the old brick tavern then kept by Dr. Tiffin (which has since been swept away), and about two hundred yards west of the Illinois and Terre Haute round-house. The fare at that time was a 'long bit' for a footman, a market-wagon seventy-five cents, and for a two-horse wagon, one dollar."

Although in possession of a monopoly which might have been used to the detriment of St. Louis and the advancement of its prosperity, Mr. Christy at no time in his career allowed the temptation to make money at the expense of the city's development to influence him. Even when in practical control of the ferry business, with little or no opposition, he advocated and





A. Christy



insisted upon a liberal policy. This resulted most beneficially to East St. Louis, and large grants were made for railroad and wharfage purposes, and Mr. Christy's policy was universally approved.

WELLS, ERASTUS.—One of the ablest of the self-made men of St. Louis was Mr. Erastus Wells, whose life-history is a continual encouragement to young men and boys to industry and diligence.

Mr. Wells was born in Jefferson county, New York, December 2, 1823. His parents were not by any means in affluent circumstances, and as soon as the boy was old enough he was compelled to assist his father at farm work, that being the pursuit of the latter. During the time he worked on his father's farm, extending from his twelfth to his sixteenth year, he attended the little log school-house two miles from his father's home, and here received the only schooling he ever enjoyed. But lack of schooling could not repress a young man with his natural talent and ability, for he learned in the school of life and rough experience what he did not learn in colleges.

At the age of sixteen, his father having died, he was left to his own resources, and struck out in the world for himself. He first went to Watertown, New York, where he clerked in a store at eight dollars a month. Being offered twelve dollars a month by a store-keeper at Lockport, New York, he went there, and his habits of thrift and economy were shown at this early age by the fact that after three or four years he saved \$140, a goodly sum in those days.

When he was twenty years old he was seized with the Western fever, and arrived in St. Louis in September, 1843. His aggressiveness and his ability to see the main chance at once manifested themselves. The town was without transit facilities of any kind. In a little more than a month after his arrival in St. Louis he had formed a partnership with Calvin Case, and had established the first omnibus line west of the Mississippi. The line consisted of but one vehicle, which young Wells himself drove when he was not acting as fare-taker, but it was the

pioneer effort in a system of urban transit that has grown to immense proportions.

The omnibus was driven between the North Market ferry-landing and down-town, and although it was an innovation in a city much more conservative than the St. Louis of to-day, the people realized the advantage of such methods of transportation, and the single vehicle soon became inadequate. Other busses were added, and when the business was at its most prosperous stage, Mr. Wells sold his interest.

He remained idle for about a year, and then purchased a small plant for the manufacture of white lead, but the business proving an injury to his health, he disposed of the plant and erected a saw mill in the upper part of the city. However, the conviction had never left him that there was money to be made in the business of passenger transportation, so he leased his mill, and in 1850, with his former partner, Calvin Case, formed a company which purchased all the omnibus lines in the city, and established a new line on Olive street, and another between St. Louis and Belleville, Illinois. These lines were managed with great profit until 1855, when the accidental death of Mr. Case caused the dissolution of the firm.

But the system of transportation by slow coaches and omnibuses was revolutionized about this time by the advent of the street railroad and horse cars. Mr. Wells was the pioneer in passenger transportation matters, and he was also the first to see the advantages of the new street railways. In 1859, as mentioned in the earlier portion of this work, he was the moving spirit in the organization of the Missouri Railroad Company, with the purpose in view of building and operating a line on Olive street, and on July 4th of the same year the first car was started.

He was the first president of the road, and so continued until 1884, when, on account of failing health, he sold out his controlling interest in the Olive and Market street lines and retired from the presidency and the street railway business. Although he had retired from the management of the street railways, he did not sever all con-



nections with business life. Always to the front in all matters of public welfare, he was a prominent figure in many big public undertakings.

During his long connection with the business affairs of St. Louis, he acted in various capacities. He was president of the Accommodation Bank; was at one time president of the West End Narrow Gauge Railroad, now a part of the St. Louis & Suburban; director in the Ohio & Mississippi Railroad Company; president of the Laclede Gas Light Company; vice-president of the Commercial Bank; and held various relations to other institutions and companies. In 1884, when he resigned his presidency of the Missouri Railway Company on account of bad health, he also severed most of his other business relations, and spent most of his declining years in traveling in this country and abroad.

It is not to be expected that a man of Mr. Wells's character, aggressiveness and ability would escape public service. In 1848 he was first elected to the City Council, serving altogether fifteen years in that body, and as his voice was always for progress and improvement, he was of incalculable benefit to the city.

He only resigned his seat in the City Council in 1869 in order to make the race for Congress in the First District of St. Louis, W. A. Pile being his opponent. Mr. Wells was elected and re-elected to the Forty-second, Forty-third, Forty-fourth and Forty-sixth Congress, by majorities which indicated the esteem in which he was held by the people. During his terms he did some valuable work for St. Louis, being instrumental in having the first appropriation passed for the erection of the Custom House.

He was a persistent advocate of a systematic improvement of the Mississippi river, and was an ardent advocate of the Eads jetty system. His liberal views, unquestioned honesty and geniality gave him an influence at Washington that was most valuable. Although success, honor and wealth crowned his life-work, he was to the last a thorough Democrat, a man of the people, and as unostentatious and genial as when he came to St. Louis, a penniless boy.

In 1850 Mr. Wells married Miss Henry, a daughter of John F. Henry, of this city. Three children were born to them, two sons and one daughter, of whom Rolla, one of the sons, has already made his mark in the social and business life of the city. His first wife having died, Mr. Wells, in 1869, married Mrs. Eleanor P. Bell, widow of David W. Bell.

The career of this honored citizen closed just as he was completing the fiftieth year of his residence in this city. He died regretted and mourned by thousands, and the scenes at his funeral will not be forgotten for many years to come. He left the imprint of his work and enterprise on so many of our local institutions that the people of St. Louis are constantly reminded of one who, while he had political opponents and business rivals, never had a personal enemy, and who was never so happy as when he was ministering to the wants of others, or encouraging some young beginner just commencing to climb the ladder he himself had climbed from the bottom to the top.

ARMSTRONG, DAVID HARTLEY, was identified with St. Louis for upwards of half a century and for many years prior to his death, which occurred but a few months ago, he was looked upon as one of the most interesting and indeed picturesque links between Old and New St. Louis which remained. Although a native of Nova Scotia, his loyalty to the country and city of his adoption was a matter of genuine admiration on the part of his fellow-citizens, and his death was a source of grief to thousands of people.

Mr. Armstrong lived upwards of eighty years, having been born in 1812. His parents moved into Maine while he was a boy, and he was educated in Kennebeck county of that State. When twenty-one years of age he accepted a position at the head of a school in New Bedford, Massachusetts, where he remained for four years. He then came to St. Louis, but not finding a position suited to his tastes he proceeded to Lebanon, Illinois, where he acted as principal of the preparatory department of McKendree College.



*Erasmus Wells*





In April, 1838, he returned to St. Louis and became principal of one of the public schools, continuing to work in this capacity for nine years. In 1847 he accepted the position of City Comptroller, an office he held with great credit to himself and benefit to the city for three years.

In 1853 he was appointed by Sterling Price, Governor of Missouri, as aid-de-camp upon his military staff, with the rank of colonel. In April, 1854, he was appointed postmaster of St. Louis by President Pierce, which office he held until the spring of 1858. In June, 1873, he was appointed police commissioner for the city of St. Louis by Governor Woodson, and in 1877 was reappointed to the same office by Governor Phelps. In 1876 he was a member of the Board of Freeholders, by which the present city charter was framed.

Yet a higher public honor was, however, reserved for Colonel Armstrong when, in 1877, upon the death of Hon. Lewis V. Bogy, he was appointed by Governor Phelps as United States Senator, to fill the vacancy thus caused. He served in that position until the meeting of the Legislature in 1879.

During his two years in the Senate, Mr. Armstrong proved himself to be a common-sense statesman. The interests of the West and of Missouri were constantly before his mind, and although he kept himself comparatively in the background in matters of oratory, he was always prepared to speak when he considered arguments and not words were necessary.

The closing years of Colonel Armstrong's life were spent in practical retirement from active work, but he was looked upon as a philosopher and a friend, and his advice was sought on every occasion. His memory was remarkably clear, and he was regarded by members of the local press as an invaluable ally, always willing to impart information and to exchange confidences. He was naturally outspoken and perhaps aggressive in disposition, but his criticisms were always kindly meant, and he never had an enemy.

The *Magazine of Western History*, in a char-

acter sketch of this grand old hero, written about two years prior to his death, said:

"Few men who are now counted among the honored pioneers of St. Louis have done so much useful service, in a modest way, for the city and State as Colonel David H. Armstrong; and certainly none stand higher in the general regard. This confidence and respect have been won by a half century of service in various fields, where his talents and industry have been freely given for the use of all. He came to St. Louis when it was one of the pioneer settlements of the middle West, and he has watched it grow to its present grand proportions, against oppositions, forebodings, years of apathy, the fluctuating tide of civil war, and the rival influence of envious neighbors. He has rejoiced in that growth, and has used all his power and influence in its aid. And those efforts and that endeavor have been appreciated; and although Colonel Armstrong has never been a seeker for office, he has been called again and again to the administration of public trusts, among which was that of United States Senator from Missouri.

"While, as has been said, Colonel Armstrong has never been anxious as a seeker after office, he has been called to the discharge of various trusts of a public nature. Since early manhood he has taken a deep interest in political affairs, and has ever been an active worker in the ranks of the Democratic party. For many years he was a member of the Democratic State Central Committee, and for much of the period was chairman of that body and a leader in its deliberations. In this capacity he directed the fusion of the Democrats and Liberal Republicans in the memorable campaign of 1870; a movement which resulted in the election of the first Democratic State administration since the war, and which had consequences far more important than the mere victory of a political party, for it led to the revision of the notorious 'Drake Constitution,' and the reinstatement of the people of Missouri in the full employment of their political rights, besides leading to the great Liberal Republican movement in the presidential contest of 1872."

Another writer says, with equal force and truth:

"Colonel Armstrong looks back upon no portion of his career with more satisfaction than that during which he was employed as a public school teacher, and he regards it as a high honor to have been associated so prominently with the school system of the State at its inception. He possessed many qualifications of the good teacher, and his counsels were freely drawn upon to aid in the extension of the system as required by the growing needs of the city. As a teacher he was very successful, and among his pupils were many who afterwards became conspicuous and are numbered among the representative wealthy citizens of St. Louis. These all cherish the highest regard and the warmest affection for their faithful instructor."

CROW, WAYMAN, a noble son of noble parents, was born in the year 1808 in Hartford, Kentucky. His father was a native of Virginia, and his mother was a Miss Mary Way, of Anne Arundel county, Maryland. The Crows came originally from the North of Ireland, and the Waymans from England. Mr. and Mrs. Crow had twelve children, of whom the man who became such a benefactor to St. Louis was the youngest. At the age of seven the latter went to the district school of Hopkinsville, Christian county, Kentucky, and for four years he was instructed in a little log cabin which did duty for a school-house.

At the age of twelve young Wayman was apprenticed to a general store in Hopkinsville, where for five years he worked for his board and lodging. The latter consisted of a cot in the counting-room, and his duty included kindling fires, carrying water from the spring and doing general duty in the way of sweeping and cleaning. Before his term of apprenticeship was out he was transferred to the firm of Anderson & Auterberry, by whom he was entrusted with the chief control of the business. His apprenticeship over, he was employed at a salary of \$300 a year, and later was placed in charge of a branch office at Cadiz, in Trigg county, Ky.

Although but eighteen years of age he managed the branch to good advantage, and finally when his employers moved to Pittsburgh, they sold out their old business to their young assistant. On January 1, 1829, he started in business for himself, owing his former employers about \$3,000, to be paid in six, twelve and fifteen months. As he was a legal infant, his notes constituted debts of honor only, but from his boyhood up Mr. Crow's word was as good as his bond, and he discharged the obligations before they matured.

In November, 1829, Mr. Crow married Miss Isabella B. Conn, daughter of Captain Conn, of Uniontown, Kentucky. Nine children were the result of his marriage, of whom four lived to manhood and womanhood.

In 1826, when but nineteen years of age, he was appointed postmaster of Cadiz, and in other ways his merit was recognized and approved. In 1835 he started out on a tour of inspection in search of a better location, and arriving in St. Louis was accidentally detained here by a severe illness, and thus by chance, or rather dispensation of Providence, this noble character was given to this city. Starting in business under the name of Crow & Tevis, the firm gradually grew, known by the names of Crow, McCreery & Company, Crow-Hargadine & Company, and more recently the Hargadine-McKittrick Dry Goods Company. For nearly half a century the founder continued at its head, and through all the financial storms of that period he maintained its high reputation and credit. The panic of 1857 so hampered the house that insolvency seemed inevitable. Instead of making an assignment and evading liability, a circular was sent out containing this sentence:

"To us, our commercial honor is as dear as our lives; to preserve it, we are prepared to make any pecuniary sacrifice short of impairing our ability to pay ultimately every dollar we owe."

The result was exactly what might be expected, and every dollar was paid without delay. From 1840 to 1850 Mr. Crow was president of the St. Louis Chamber of Commerce, and he was twice



*A. H. Armstrong*





sent to the State Senate. In 1850 he aided in securing the charters of the Hannibal & St. Joseph, and Missouri Pacific railroads, being one of the original contributors to the \$100,000 fund for the latter road. He also obtained the charter of the St. Louis Asylum for the Blind, and of the Mercantile Library Hall Company, and in hundreds of other ways his zeal for good for the city was manifest. Professor Waterhouse, towards the end of Mr. Crow's life, wrote an excellent sketch of his career which, coming from a man who had been intimately acquainted with him for so many years, is of exceptional value. From it we quote as follows:

"Mr. Crow has always been an active supporter of the public schools, but his gifts to Washington University are his most important contributions to the cause of education. He may indeed be called the founder of that institution, inasmuch as he was the first to conceive the idea of a university and to embody that idea in an organic form. In the winter of 1853, during his last term of service in the Senate, without consultation with any one, he drafted, introduced and secured the passage of the charter of Washington University. In the remarks which Mr. Crow made at the festival held on the 22d of April, 1882, in commemoration of the twenty-fifth anniversary of the foundation of Washington University, he used these words:

"Almost thirty years ago, near the close of my last senatorial term of office, without consultation with others, I drew up and introduced into the Senate the charter of this institution."

"The catholic provisions of that instrument, its clear recognition of the literary wants of St. Louis, its absolute prohibition of partisan politics or sectarian religion in the administration of the university, attest the liberality and practical sagacity of the mind that conceived it. In June, 1875, he gave \$25,000 to the university for the endowment of the professorship of physics. The total amount of his endowment is more than \$200,000.

"On the 1st of March, 1878, Wayman Crow, Jr., died in Leamington, England. In the following summer his father, with the approval

of his family, decided to erect a memorial art museum. A lot 150 feet in front and 155 feet in depth, situated at the corner of Lucas Place and Nineteenth street was bought in February, 1879. The work of construction was at once begun. The edifice was formally dedicated on the 10th of May, 1881, and conveyed by deed to Washington University, on the sole condition that twenty-five thousand dollars should be raised as a permanent fund, the interest of which should be expended for works of art for the museum.

"The total cost of the ground and building was about \$135,000. The St. Louis Museum of Fine Arts is a superb structure. Tasteful, well built and admirably adapted to the use of an art gallery, it is at once a beautiful memorial of a beloved son and a lasting monument of the beneficent public spirit of the father.

"During his life the aggregate of Mr. Crow's gifts to his church, to Washington University, to the support of the Union during the civil war, to private charities and public enterprises, must have amounted to \$300,000. Though a man of wealth, Mr. Crow is not a millionaire. That he, while yet living and still exposed to the hazards of business, should from a comparatively moderate fortune devote so large a sum to public munificence is proof of a liberality as rare as it is noble. To give away money which the owner can no longer use is not the highest exercise of benevolence; but to forestall death and become the executor of his own legacies is the act of an enlightened and self-denying benefactor.

"Mr. Crow is a man of eminent usefulness. For his honorable services in mercantile life, in political trusts, in public enterprises, in educational work and in private charity, St. Louis will long cherish the memory of its distinguished benefactor."

Mr. Wayman Crow died in the spring of 1885, after a life of prolonged usefulness. Shakespeare speaks, half in sarcasm, of the necessity of a man building his own monument if he wishes to be remembered after his death. Few men have erected more useful monuments in their

life-time than Mr. Crow, and the St. Louis Art School, in the elegant home which he erected for it, will keep his name familiar with students and artists generally for ages to come.

GREELEY, CARLOS S., son of Benjamin and Rebecca (Whitcher) Greeley, was born at Salisbury, New Hampshire, in 1811. His father was a farmer, and during the summer of each year he worked on the farm and only attended school during the winter months. Later he attended a higher school at Salisbury, and on the whole received an education above the average of his neighbors.

His first business position was as clerk in the retail store of Pettingill & Sanborn, at Brockport, New York, remaining here as clerk for two years, and then borrowing from his father sufficient money to purchase a quarter share in the business. The business prospered, and the partnership continued until 1836, when they sold out and Mr. Sanborn moved to St. Louis. Young Greeley remained behind, but in the following year followed his partner to this city, and in March, 1838, entered into the wholesale grocery business with Mr. Sanborn.

They commenced business on the Levee on a very small scale, and soon after the opening, Mr. Gale, an old friend of the partners, bought out Mr. Sanborn's interest, and the firm became known as Greeley & Gale. In 1858 Mr. C. B. Burnham was admitted into the firm, which then became C. B. Burnham & Company, remaining thus for eighteen years, when it was again changed to Greeley, Burnham & Company, and in 1879 the firm was incorporated as the Greeley-Burnham Grocer Company, with Mr. C. S. Greeley as president; C. B. Burnham, vice-president; Dwight Tredway, secretary; C. B. Greeley, treasurer, and A. H. Gale, assistant secretary.

In May, 1893, the Greeley-Burnham Grocer Company, and the firm of E. G. Scudder & Brother were consolidated, and a new corporation formed, known as the Scudder-Gale Grocer Company. This establishment, under Mr. Greeley's management, became known as one of the

largest wholesale grocery houses in the United States and enjoyed the confidence of an unlimited number of St. Louis merchants. The career of the house was an almost uniformly prosperous one. In February, 1881, it was burned out, and although the loss was a heavy one, the calamity had the result of causing C. S. Greeley to erect at the corner of Lucas avenue and Second street, a five-story brick structure with a floor room of over 64,000 square feet, making on the whole one of the most perfectly arranged wholesale grocery establishments in the world, capable of carrying a stock of between \$300,000 and \$400,000 in value, and rated as high as any firm of its kind in this section of the country.

Mr. Greeley's entire attention has not, however, been devoted to the wholesale grocery business, for during the last fifty-four years he has been connected with nearly all the great movements which would conspire to make St. Louis great. He was one of the first of the subscribers to the Kansas & Pacific Railroad, and for several years was its treasurer; also a director of the Missouri Pacific Railroad. He is president of the Madison County Ferry Company; also vice-president of the Union Trust Company; president of the Washington Land and Mining Company, and director of the Union Mining and Smelting Company; he is also director in the Boatmen's Bank; he is a director in the Crystal Plate Glass Company and the State Mutual Insurance Company, the Greeley Mining Company of Colorado, and many other very important concerns; he was for a period of nine years a member of the Public School Board of Education, and made one of the best presidents it ever had during his year as chairman. He is an active member of the Second Presbyterian Church, and is also a trustee in the Lindenwood Seminary at St. Charles, Missouri, and of the Washington University.

Mr. Greeley is now eighty-three years of age, but he is a strong and active man, and is still consulted on matters of special importance in connection with the firm. In years gone by his work as a philanthropist has been most successful, and his name is honorably connected with





*C. S. Greeley*



the Soldiers' Home of St. Louis, and several other most important concerns of this kind. He was always called upon to act as treasurer in work of this description, and he kept his accounts as carefully as in his own business. As treasurer of the Western Sanitary Commission, \$771,000 passed through his hands, over three-fourths of this amount being raised at the Mississippi Valley Sanitary Fair in May, 1864. When the commission concluded its labors and issued its last report, it concluded with the sentence: "Its funds have been kept, and its finances managed with great care, faithfulness and good judgment by its treasurer, Carlos S. Greeley."

In 1841 he married Miss Emily Robbins, Hartford, Connecticut. He has had two children, one of whom, Mr. C. B. Greeley, is now treasurer of the Greeley-Burnham Grocer Company, while his daughter is the wife of Dwight Tredway, the secretary and managing partner of the same establishment.

TUTT, THOMAS E., is another St. Louisian who has grown gray in his zeal for the city's good. No man than he has a higher reputation for stern business rectitude and for foresight and good judgment. In every walk of life he has proved worthy of trusts bestowed in him, and as receiver of the Wabash Railroad his record has been remarkable. He is now seventy-one years of age, having been born in Luray, Page county, Virginia, on October 9, 1822. The Tutts were very prominent in Virginia, and his father, Dr. Gabriel Tutt, was a well-known and highly-respected physician.

For a short time he attended school in his native county, but before he was thirteen years of age Dr. and Mrs. Tutt removed to Cooper county, Missouri, and it was in this State that young Tutt completed his education and commenced active life. On leaving school he obtained a situation as store-clerk, receiving but a nominal salary in addition to his board for the first year's service. He did not limit his efforts by the amount of his remuneration, and he advanced so rapidly in the estimation of his

employers that his salary was increased from time to time and he was given every facility for learning the details of the business.

He was not built for a store-clerk, and he saved so carefully that by the time he was twenty-two years of age he had a thousand dollars to his credit. With a friend and school-mate, Mr. L. S. Menefee, he then opened a general store at Camden, Ray county, Missouri, the style of the business being Tutt & Menefee. For four years this continued to be profitable to both parties, and in 1848 Mr. Tutt decided to move to a more important center and engage more vigorously in mercantile pursuits. Very fortunately for St. Louis, he selected this city for his purpose, and associated himself with Mr. James S. Watson.

The firm was known as Tutt & Watson, and the joint capital of the young partners was nine thousand dollars. The wholesale boot and shoe business, in which it was engaged, proved very successful, but at the end of five years the credit feature became more prominent than Mr. Tutt desired, and at his request the partnership was dissolved, the sum of eighty-four thousand dollars being available for distribution. Mr. Tutt was then but little over thirty years of age, and his success had been phenomenal, especially as he had commenced without capital and without any special backing.

His next undertaking was in the wholesale grocery and commission business, the firm name being Humphreys, Tutt & Kerry. This was also very successful, but in 1858 Mr. Tutt retired owing to ill health, taking a year's rest. In 1859 he opened a wholesale commission business, dealing chiefly in products and importations coming through New Orleans. Shortly before the outbreak of the war, his brother, Mr. D. J. Tutt, and Mr. John F. Baker were brought into the firm, which became known as Thomas E. Tutt & Company. Its operations were very largely extended, and it became one of the largest wholesale commission firms in this section.

Mr. Tutt's connection with this house continued until 1864, when he withdrew, and associating himself with his brother and Mr. R. W. Donald, of St. Joseph, Missouri, he estab-



lished a mercantile house in Virginia City, Montana. The following year his physician advised him to go to the Rocky Mountains for his health, and on the 14th of April of that year he, in company with his brother, D. G. Tutt, and young Rollins, of Columbia, Missouri, embarked on a stern-wheel boat at St. Joseph. After a voyage of eighty-two days up the river, they arrived at the settlement from which the town of Helena, Montana, has since grown.

There were then, about thirty years ago, more tents than houses on the townsite, but this did not deter Mr. Tutt from his enterprise, and the firm of Tutt & Donald was established as a mercantile and banking house, with a branch at Deer Lodge. The adventures of the trip and of the early days in Montana proved beneficial to Mr. Tutt, whose health gradually improved, and who escaped the vengeance of the Blackfeet Indians, who were apt to put on the war-paint at the least provocation.

There was a great deal of suffering during the winter of 1865-6, when an immense number of those who took part in the rush to the Sun River mines were badly frozen. Many of these were from the same State as Mr. Tutt himself, and starting a subscription list with a most liberal donation, he established a hospital which took care of the sufferers. The counties of Lewis and Clark, Montana, have continued the hospital ever since, and it is still carrying out the original ideas of the promoters. In the following fall Mr. Tutt, accompanied by Mr. Rollins, went to Fort Benton, where in a large open boat, with thirteen Missourians for a crew, they started for Cow Island. In this frail boat there was more than a quarter of a million dollars, Mr. Tutt alone having with him \$22,000 in gold dust. There was, of course, considerable danger of being captured by Indians, but the road agents were so busy at that time that this trip was preferable to a stage-coach ride.

In 1870 Mr. Tutt returned to St. Louis, where he resumed the financial connections he had had prior to establishing those in Montana. Sixteen years before he had been elected by the State Legislature a director of the Bank of the

State of Missouri, a position he held for eleven years, when his Montana business compelled him to resign. During his term of office he was responsible for the legislation which legalized the temporary suspension of specie payment on the outbreak of the war, and thus enabled the bank to escape the legal interference which would otherwise have been inevitable.

Shortly after returning from Montana, he associated himself with Mr. James M. Francis and founded the Haskell Bank, of which he became first president. He also served as director of the Lucas Bank, and in 1877 accepted the presidency of the Third National Bank, holding the office for twelve years. After serving for several years as director of the Wabash, St. Louis & Pacific Railroad, he was in May, 1884, appointed one of the receivers of the road, accepting the largest trust ever recorded.

It would be a mistake to suppose that Mr. Tutt has devoted his entire energies to money-making. As president of the Board of Trustees of the Missouri Institution for the Blind, he gave that institution the full benefit of his sound business knowledge, and for at least forty years he has supported every project which he regarded as *bona fide* and for the city's good. His interest in the Mercantile Library Association has always been great, and he was at one time its president.

Having an unbounded faith in the future of St. Louis, he has invested heavily in real estate, and has erected several costly buildings, including the Simmons hardware establishment, on Ninth and Washington avenue. He has retained throughout his lengthy career a kind, genial disposition, and in his prosperity he has never forgotten those friends of his youth who have not climbed the ladder so rapidly as he has done. Starting out without capital, he has made for himself a unique position, not only in the local world, but also in national railroad circles, and his name is held in high admiration by all.

In 1865 he married the eldest daughter of Dr. James H. Bennett, and the niece of Hon. James S. Rollins, of Columbia, Missouri. The lady died at Cleveland, Ohio, in September, 1864.

Seven years later, on December 5, 1871, he married Miss Sallie R. Rodes, daughter of Colonel Clifton Rodes, of Danville, Kentucky, by whom he had two daughters, who are now completing their education in New York.

FRANCISCUS, JAMES M., son of John and Mary (Thompson) Franciscus, was born June 25, 1809, at Baltimore, Maryland. He received a very good education in a private school at Baltimore, under the tuition of Rev. Mr. Gibson, and soon after leaving school he went into the brokerage business on his own account, buying and selling uncurrent money.

In 1836, when he was twenty-seven years of age, he removed to Louisville, Kentucky, where he established a similar business and continued until 1840. He then came to St. Louis and joined his brother, Mr. John T. Franciscus, the two establishing the banking business of Franciscus & Company, on Main street, four doors north of Olive street. Fifty years ago Main street was, of course, the principal thoroughfare of the city, and the firm did a very substantial business within sight of the river.

In 1844, Mr. J. M. Franciscus went to New Orleans, where he embarked in the brokerage business alone, but returned to St. Louis three years later, and went once more into the banking business, this time as a member of the house of George E. H. Gray & Company, the firm being composed of Mr. Gray and himself, and Messrs. Stephen Haskell and George G. Pres-

bury, Jr. The firm continued as thus composed until 1852, when Mr. Franciscus with Mr. Haskell and Mr. John H. Billings, established the banking firm of Haskell & Company.

This bank was a very sound one, and enjoyed the confidence of the entire city and vicinity. Messrs. Haskell and Billings retiring from active business, Mr. Franciscus continued under the same name, and in 1863 he admitted into partnership with him Messrs. Edward G. Moses and Steward Steel, who had been employed in the

bank in a clerical capacity. The firm dissolved in 1870, when the Haskell Bank was incorporated, with Thomas E. Tutt as president, and Mr. Franciscus as vice-president.

For two years the bank continued without losing a dollar in a single transaction, and in 1872 it closed out its business and sold its good-will to the Lucas Bank, which occupied the same quarters and at once selected Mr. Franciscus as director. Mr. Franciscus had intended to retire



JAMES M. FRANCISCUS.

from active banking business, and the election was without his knowledge and a great surprise to him. Recognizing in it an act of courtesy and a distinct vote of confidence, he consented to remain on the board.

He was then asked to become president of the bank, but at first refused, only yielding ultimately on the strong and unanimous pressure of the directors. He accepted the position as president and held the office for two years, when he recommended the winding up of the business, which was agreed to. The bank had paid

annual dividends of from six to eight per cent, and when its business was finally closed, returned to its stockholders \$119 to \$120 for every \$100 worth of stock. Under the arrangements made by Mr. Franciscus and the board of directors, all the accounts were transferred to the Mechanics' Bank, and the change was effected without difficulty or annoyance to any one.

Mr. Franciscus' able bank management attracted the attention of the Third National Bank, which in 1880 persuaded him to accept its vice-presidency, a position he held until 1887, when, owing to advancing years, he insisted on retiring from active work. Mr. Franciscus is now eighty-four years of age, but he still enjoys good health and is in full enjoyment of all his faculties. He was actively engaged in the brokerage business and the banking business for upwards of fifty-five years, and saw all the leading revolutions in the banking system of the last half century.

He is a financier of marked ability, and having come to St. Louis when it was little more than a frontier village, he has watched its growth into a metropolitan city with great interest, and he is one of the men who have contributed to its establishment on a sound financial basis, which it is acknowledged to possess to-day, and to build up for its banking institutions a name and standing unexcelled by those of any city in the Union.

He married in the year 1864, Mrs. William Wade, of St. Louis.

SHAPLEIGH, AUGUSTUS FREDERICK, is a native of New Hampshire, and was born in Portsmouth, on January 9, 1810. His family, of English lineage, emigrated to this country in the interests of Sir Ferdinando Gorges and Captain John Mason, in the year 1635. They settled in the Colony of Massachusetts, at Kittery Point, on the river Piscataqua (now in the State of Maine), and in the Massachusetts court records is the following entry:

"Forasmuch as the house at the river's mouth where Mr. Shapleigh first built, and Hilton now dwelleth; in regard it was first house ther bylt."

Alexander Shapleigh, merchant and ship-owner of Totnes, Devon, had this distinction, and he was the progenitor of all of this name in America. In the early days many important trusts under the British crown were held by his descendants, and portions of his possessions are still owned by members of the family, representing a tenure of more than 250 years—something quite unusual in this land of rapid changes.

Mr. Shapleigh's father, Richard Waldron, was also a ship-owner, and was lost with his ship *Granville* off Rye Beach, when returning with a valuable cargo. This disaster left the family in reduced circumstances financially, and Augustus, a mere boy of fourteen, was compelled to take a clerkship in a hardware store in Portsmouth at a salary of \$50 per annum, and boarded himself. He continued at this for about a year and then embarked in a sailor's life, making several European voyages which consumed three years of his time.

At the earnest solicitation of his mother and sisters he was induced to leave the sea, and re-entered the hardware store in which he first served, continuing there some years, when he accepted a position with Rogers Brothers & Company, an old and well established hardware house of Philadelphia. With this firm he was connected until 1843, having obtained therein an interest as junior partner and a promising start in business.

Desiring to enlarge their operations, the firm determined to open a branch establishment at St. Louis, and there in 1843 Mr. Shapleigh opened the hardware house of Rogers, Shapleigh & Company. At the death of Mr. Rogers, which occurred not long after, Mr. Thomas D. Day was admitted, and the business was continued until 1863 under the name of Shapleigh, Day & Company, when, Mr. Day retiring, the firm name became A. F. Shapleigh & Company, and so continued until July, 1880. At this time the business was merged into a corporation, under the name of the A. F. Shapleigh & Cantwell Hardware Company, which continued until January 1, 1888, when the name was changed to "A. F. Shapleigh Hardware Company."





*A. L. Chapin*



Mr. A. F. Shapleigh retains the presidency, the other offices being filled by his sons, as follows: Frank Shapleigh, vice-president; Richard W. Shapleigh, second vice-president, and Alfred Lee Shapleigh, secretary and treasurer.

The history of the house has been one of progress and prosperity, the result largely of the personal labor and business capacity of its president. On December 11, 1886, the company lost by fire its entire stock of goods, which for a time necessarily crippled their operations and entailed serious financial loss. But by energy and application this has all been regained, and the house bids fair in 1893 to celebrate the consummation of fifty years of honorable business existence. From a modest start in 1843 the company now occupies a greater portion of the handsome building of the Boatmen's Bank at the northwest corner of Washington avenue and Fourth street, with 130,000 square feet of floor area, which is filled with merchandise pertaining to their business. Their operations extend from Ohio and Indiana on the east, throughout the north and south and to the Pacific Ocean on the west. A large force of traveling salesmen are constantly employed, and the business of the firm shows an annual increase in volume.

In addition to being a pioneer in the hardware business of the West, Mr. Shapleigh has been identified with other enterprises of a financial character, in which his judgment has been highly prized and to which his name has lent additional strength. He has been connected, as trustee and director, with the State Bank of St. Louis, formerly the State Savings Institution, since February, 1859, and still attends actively to the duties pertaining to that position. He has also served as director in the Merchants' National Bank from April, 1862, to July 1, 1890, at which time he resigned in favor of his son, Alfred.

He was for many years president of the Phoenix Fire Insurance Company, and still retains the vice-presidency of the Covenant Mutual Life Insurance Company. In addition to these enterprises, Mr. Shapleigh has been interested in the mining industry for a number of

years, having been prominently connected with the Hope Mining Company and the Granite Mountain Mining Company; the wonderful success of the latter company having done much to advance the material interests of St. Louis.

Personally, Mr. Shapleigh is a man of retiring disposition, and he has never sought public office or political preferment. He is of a kind and generous nature, and his charity is not often appealed to in vain when the object is a worthy one. In religion, he is a professor of the Presbyterian faith and a member of the Central Presbyterian Church. In politics, he is a Republican, and during the civil war his convictions were those of the North.

In 1838, at Philadelphia, he married Elizabeth Ann Umstead, who was born March 25, 1818, and who is now living. Eight children were the fruits of their union, six of them are now living—five sons and a daughter (Mrs. J. Will Boyd). Frank, Augustus F., Jr., Richard W., and Alfred L. are actively engaged in the hardware business, and John B. is a prominent aurist of St. Louis.

Although now at an advanced age, Mr. Shapleigh is yet in the full enjoyment of his faculties and possesses a vigor that surpasses that of many younger men. He still rejoices in the loved companionship of his wife, a companionship which for more than half a century has lightened life's cares and brightened life's promises.

WALSH, EDWARD, must also be included in the list of pioneers who forced St. Louis to the front, regardless of difficulties and discouragements. He was born in County Tipperary, Ireland, December 27, 1798. Being a member of a family of eleven, he learnt in his boyhood lessons of industry and thrift, and as soon as he was old enough he commenced work. His school days ended when he was twelve years of age, and the next four years saw him engaged in a store kept by a cousin.

For another four years he was associated with his brother in a mill and brewing establishment, but shortly before he completed his twentieth



year he left Ireland for America, to join a cousin in Louisville. Not finding the opening he sought in the Kentucky town he came on to St. Louis, and after looking over the ground built a mill in St. Genevieve county, where he conducted a profitable business until 1824, when he sold out and started another mill in Madison county.

Shortly afterwards he located permanently in St. Louis, establishing the general merchandise house of J. & E. Walsh, in partnership with his brother. His heart, however, was still set upon the milling business, and in 1831, he purchased the mill on the corner of Florida street and the Levee, which was built in 1827, and for a long time held the record of producing more flour than any other mill in St. Louis. He also secured two other mills, and his operations assumed a gigantic scale. Later, he connected himself with steamboating, investing some half a million dollars he had saved from his earnings, and being interested in more than twenty-one vessels that were plying on the western waters. The firm had a practical monopoly of the Galena lead business, out of which it realized an immense sum of money.

Mr. Walsh was one of the first to take an active part in the agitation in favor of railroads for St. Louis. He was one of the original directors of the Missouri Pacific Railroad Company, and one of the original stockholders in the Ohio & Mississippi and North Missouri Railroad companies. The name of Walsh is so well connected with the street railroad system of St. Louis, that it is scarcely necessary to mention the fact that Mr. Edward Walsh was one of the first to insist upon the laying of street railroad tracks in the city, and the organizing of companies to operate them. He also found time from his apparently exhausting duties to help found the old bank of the State of Missouri and also the Merchants' National Bank, besides which he was a director and stockholder in the Missouri Insurance and Union Insurance companies.

He never seemed to know what fatigue was, and he worked day and night with never-varying energy, displaying an amount of common

sense and activity which were at once subjects of surprise and admiration. To say that he was a self-made man, is to express a great truth in a very commonplace manner. His parents were unable to assist him beyond giving him a primary education, and he came to this country practically without either friends or references. He was never discouraged by temporary failures, and he persisted in his efforts until he acquired not only an enormous fortune, but also a reputation of which any man might well be proud. He found ample time to devote to necessary works of charity, and he derived special pleasure from assisting young immigrants in whom he thought he saw a desire to work and prosper by fair means. Several of these young men assisted by him have since risen to positions of importance in the city and State, and Mr. Walsh's name has thus been perpetuated in a most pleasant and honorable manner.

Personally, he declined political advancement or office of every kind, although he was frequently tendered nominations. He, however, did some excellent work by assisting and supporting Thomas H. Benton, one of his most intimate friends and in whose interest he worked unselfishly and eagerly.

Mr. Walsh died on March 23, 1866, mourned by a large circle of friends and also by thousands of people who, while not personally acquainted with him, were aware and appreciative of his brilliant public work. He was twice married: first in 1822, to Miss Maria Tucker, and secondly in 1840, to Miss Isabelle de Mun, daughter of Julius de Mun. Mrs. Walsh died May 26, 1877.

Six children survived their honored father. The oldest, Ellen, was married to Mr. Solon Humphries, of New York, at one time president of the Wabash, St. Louis & Pacific Railway. The other children were: Julius S. Walsh, Marie C., who was married to Mr. B. M. Chambers, of St. Louis county; J. A. Walsh, Edward Walsh, Jr., and Daniel E. Walsh, all three of whom contributed largely during their active business career to the progress of the city, and its surroundings.



*Ed. Wash*







*Wm. H. Wood*





*John F. Walsh.*





WALSH, JULIUS S., president of the Mississippi Valley Trust Company, one of the most prominent figures in the financial and business circles of St. Louis for the past thirty years, was born in this city December 1, 1842, and was the son of Edward and Isabella (DeMun) Walsh. His father was a native of Ireland, who emigrated to this country in 1815, first settling in Louisville, Kentucky, and who in 1824 removed to St. Louis and established the well remembered firm of J. & E. Walsh.

After receiving the usual primary instructions, Julius entered the St. Louis University, where he remained until 1859, when he became a student at St. Joseph College, Beardstown, Kentucky, and graduated from that well-known institution in 1861. In 1863 the St. Louis University conferred upon him the degree of Master of Arts. In 1864 Columbia College conferred upon him the degree of LL.B., and he was also admitted to the bar in the State of New York in that year.

In 1864 he returned to St. Louis and entered the firm of J. & E. Walsh. Two years later his father, the senior member of the firm, died, leaving the management of the business to Julius, and from 1866 until 1870 he was occupied in settling up the affairs of his father's estate. His able management of this large trust surprised many and gratified all; and those capable of judging, claimed for Julius S. Walsh a future career in the financial world. That those predictions were amply fulfilled, this brief sketch will show.

In 1870 he turned his attention to the street railway system of St. Louis, and in the same year was elected president of the Citizens' Railway Company and of the Fair Grounds and Suburban Railroad Company. He then held successively the presidency of the following roads: The People's Railway, the Tower Grove and Lafayette Railway, the Northern Central Railway and the Cass Avenue and Fair Grounds Railway. In 1882 he was chosen a director of the Third National Bank of St. Louis.

In 1874 he was elected president of the St. Louis Agricultural and Mechanical Association,

and served as its chief executive for four consecutive years, infusing into the management an energy and method strikingly characteristic of all his business operations. When he became president of the association, its large grounds were occupied for one week during the year; he at once proceeded to make the grounds attractive at all seasons and on every day of the year. He erected an art gallery, founded the zoological gardens, which became one of St. Louis' best attractions, the garden containing at one time some of the rarest specimens of the animal kingdom in America. He erected the Natural History Building, and embellished the grounds throughout with trees, flowers, drives and grade walks, giving to the people of St. Louis one of the pleasantest spots on earth for recreation.

In 1875 he was elected president of the South Pass Jetty Company, St. Louis Bridge Company and the Tunnel Railroad of St. Louis. In 1888 he was elected president of the Municipal Light and Power Company of St. Louis, and in 1891 president of the Mississippi Valley Trust Company. He is now a director in the Laclede National Bank; a director in the Ohio and Mississippi Railroad Company; chairman of the Board of Control of the St. Louis Fair Grounds Club; member of the St. Louis University and Marquette clubs. He has also been vice-president of the Mercantile Library Association.

From the above brief mention of the important and responsible positions which have been held by Mr. Walsh, it will be seen that it falls to the lot of few men in a life-time to achieve the success and be so largely identified with the industrial and business interests of a great commercial metropolis, as has Mr. Walsh in the last eighteen years. He has thus had a wide field for the exercise of his splendid business talent and great executive ability, and been enabled to acquire a character as a man of affairs second to none other in the city.

His management and administration of the affairs of the various corporations of which he has been the executive head, have won for him the confidence of the business men of the city,

and the respect and regard of all with whom he has come in contact.

Mr. Walsh married, January 11, 1870, Miss Josie Dickson, daughter of Charles K. Dickson, of this city. They have seven children—Charles K. D., Isabelle S., Jr., Robert A. B., Ellen Humphreys, Josephine and N. S. Chouteau.

LEIGHTON, GEORGE ELIOT.—There are in St. Louis several men who for upwards of a quarter of a century have been identified with nearly every movement designed to force the city to the front, but it is doubtful whether any have really accomplished more for the city's lasting good than the president of the Board of Trustees of Washington University.

Colonel George Eliot Leighton, who has filled this honorable position for the last six years, was born in Cambridge, Massachusetts, March 7, 1835. He is a lineal descendant of Captain John Leighton, son of one of Cromwell's lieutenants, who came to this country in 1850, and the family have filled an honorable place in New England history ever since that year. They bore a full share in the troubles incident to the establishment of a colony in a country inhabited by hostile Indians. They also served in the various Indian wars, in the war with France, and in the struggle for independence.

During the eighteenth century they were among the leaders in merchandise and shipping. Colonel Leighton's father, Mr. Eliot Leighton, a native of the town of Eliot, in Maine, was a merchant with extensive business interests in Boston and Cincinnati. When the subject of this sketch was about ten years of age, Mr. Eliot Leighton took up his residence in the latter city, and much of Colonel Leighton's boyhood was spent in the Ohio metropolis. He graduated with honors from Woodward at the age of eighteen, and having studied law for three years was admitted to practice in the United States and Ohio courts in the year 1856. Three years later he came to St. Louis and entered upon the practice of his profession.

He had just become fairly established when the war broke out, and his legal career was in

consequence interrupted. There were few more ardent Unionists in St. Louis than the young New Englander, who at once made his influence felt, and who encouraged a Unionist sentiment and brought many waverers into line. He entered the Federal service as lieutenant in the Third Missouri Infantry, R. C., and during the summer of 1861 was engaged in active service in the field. Later he was appointed major of the Fifth Missouri S. M. Cavalry, and subsequently transferred to the Twelfth Regiment of Cavalry.

In the fall of 1861 he was assigned to duty as provost-marshal of the St. Louis Division, under General Halleck, and he was in charge of the city during the critical period of the winter of 1861-62. He won generous expressions of approval from Generals Halleck, Curtis, Schofield, Hamilton and Davidson, under whom he served during the years 1862 and 1863, and he was finally commissioned as colonel of the Seventh Regiment Missouri E. M. M. Altogether Colonel Leighton's war record is a unique and honorable one, and finally the cause he had so much at heart triumphed and he was able to resume the profession of his choice.

He was soon in active practice, and in addition to his other business was appointed general counsel to the Missouri Pacific Railroad, a position he filled in a highly satisfactory manner until the year 1874, when he decided to relinquish general practice and devote himself exclusively to his growing railroad and manufacturing and business interests. In the following year he became president of the "Bridge & Beach Manufacturing Company," an office he has held ever since. This company has become one of the largest as well as the oldest manufacturers of iron in the West.

He is a director of the Boatmen's Bank, the Union Trust Company and of other important financial corporations. Seventeen years ago he was appointed a member of the Board of Trustees of the Washington University, and has given much attention to its affairs. In 1887, upon the death of Dr. Wm. G. Eliot, he was elected president of the board. He has been





*Wm. H. H. H.*



even more zealous since this honor was conferred upon him than before, and his work in the cause of the great university has proved of inestimable value to that institution.

In a number of other ways Colonel Leighton has shown that the accumulation of wealth is not the only nor indeed the main object of his life. For ten years he has been president of the Missouri Historical Society. He has also been a leading spirit in the New England Society, of which he has acted as president. He was also for four years president of the Commercial Club, and took an active part in the agitation which resulted in the substitution of granite streets in the down-town districts, and in earning for St. Louis the proud record of having better paved streets than any other American city. He is also a member of the St. Louis Academy of Science, and is prominent in the counsels of the St. Louis School of Fine Arts and of the St. Louis Medical College.

Colonel Leighton is a member of the Missouri Commandery of the Loyal Legion, and also of the Missouri Society of the Sons of the American Revolution. In addition to the Commercial Club, Colonel Leighton is also an honored member of the St. Louis and University clubs, and of the Union and Union League, two of the leading clubs of New York City.

His home life is quiet, refined and dignified. He married, in the year 1862, Miss Isabella, daughter of Honorable Hudson E. Bridge; she died in 1888. He has one son, George Bridge Leighton, now nearly thirty years of age. A conspicuous feature of the Leighton home is the extensive library, which could hardly be duplicated in the West. The books have been collected in Europe and America with the greatest judgment, and they reflect the tastes and pleasures of the collector. Nowhere can a grander collection of literature, dealing with the early history of the Mississippi Valley, be found, and various scientific and historical departments according with his especial tastes are covered most completely. Colonel Leighton spends each summer at his home in Dublin, New Hampshire, on the northern shore of Lake Monadnock.

Colonel Leighton has never taken an active part in politics, though in times of necessity he has come forward to assist his party. He is a Republican from principle and is a careful student of political history. He is a fine, powerful-looking man, and excels physically as well as mentally. His career has been signally honorable and successful, and he is looked up to with love and respect by thousands of his fellow-citizens. In every walk of life, as soldier, lawyer, financier, student, philanthropist and citizen, he has made a most honorable record, and there are few men in St. Louis who have done more to mould public opinion and maintain a manly, dignified and self-respecting course on every occasion.

Within the last year he has succeeded in a matter which, although at first sight does not appear of special importance, involved the recognition of St. Louis as a metropolitan city, and its being advertised both in this country and in Europe. Reference is made to the naming of the first ocean greyhound built in this country. Mr. Leighton presided at a meeting held in the Mayor's office with a view to the name being "St. Louis," and he subsequently headed a deputation to the owners at Philadelphia, which resulted in a favorable response. The ship is now being constructed, and, thanks largely to the efforts of Mr. Leighton, its name will be a reminder for many years of the greatness of this city, and of the thoughtful enterprise of its citizens.

BUCK, MYRON M., was born in Manchester, Ontario county, New York, January 16, 1838. His ancestors settled in Central New York when the country was wild and uncultivated, his grandfather, Mr. Theophilus Short, having been a member of the "Old Holland Land Purchase Company" which, attracted by the fertility of the soil in the undeveloped district, purchased a greater portion of Central New York.

The company at once proceeded to establish homes for the pioneers who were its leading spirits. The venture was a daring one, but it



proved so successful that not only did the settlers establish homes for themselves, but they were able to leave valuable legacies to their descendants. His maternal grandfather was one of the most active of the settlers and, consequently, became very prominent. The manufacturing town of Shortsville, on the New York Central road, was named after this gentleman.

It was here that Myron M. Buck, the founder of one of the largest railroad supply houses in the country, was born and brought up. He received a first-class common school education, and at the age of eighteen was in a position to make his way in the world. He traveled throughout Western New York and Canada, and finally located in New York City, where he secured employment in a manufacturing establishment. His early inclination was to build up a business for himself, and almost from the first he showed a taste for manufacturing which would have done credit to a man twice his age.

A man of these tastes and abilities naturally looks west for a location, and he spent three years in Chicago, where he acquired much valuable information. In 1858 he removed to St. Louis, where he engaged in the manufacturing of car trimmings. Acting on the policy that what a man wants done well he must do himself, Mr. Buck gave his entire personal attention to the work, and was soon the owner as well as manager of a depot for the sale of all kinds of railroad supplies.

This was the first establishment of its kind in the Mississippi Valley, and it has held its own during the past thirty-two years against every competitor and rival. It attracted attention to St. Louis in every practical manner during the extensive railroad building period of the seventies, and the amount of business that it has brought here has been very large indeed. As already stated, the house is now one of the largest in the country, and it is the admiration of the city of St. Louis for several reasons.

He has had control of a number of enormous contracts, all of which have been carried out promptly without a hitch; and if ever a man came west with the intention of growing up with

the country, and doing so, that man was certainly Mr. M. M. Buck.

Although his business affairs occupy nearly the whole of his time, Mr. Buck is too unselfish a man to ignore the welfare of the city in which his fortune is cast. He has always been one of the pioneers in work for the building up of St. Louis, and he ranks foremost among the men whose energy and ability crushed out the old cry of poor old St. Louis, and created the city of which we are all so proud, and which is destined to be the largest city, as well as the metropolis, of the mid-continent in every sense of the word. Among the many institutions with which Mr. Buck is actively connected, and of which he is a director, might be mentioned the Union Trust Company, the Continental National Bank and the Commercial Bank of St. Louis. He is also a member of the Mercantile, Noonday, St. Louis, Commercial, and Fair Grounds Jockey clubs.

Although a thorough St. Louisan, Mr. Buck does not forget the home of his youth. He owns a very handsome villa in Clifton Springs, one of the best health resorts in New York State, where his family spend several months every year. Speaking of this resort to a friend, Mr. Buck said: "A few weeks sojourn in the fragrant valley inspires me with new life and health to enter upon the duties of life once more."

Among the many generous acts of Mr. Buck may be mentioned the donation to the town of Shortsville, New York, in September, 1890, of a free library. The building is of brick and stone, very handsomely erected and splendidly equipped within. Not being satisfied with donating the building, he stocked it with books and periodicals of nearly every description, and has endowed the institution so liberally that the income will be more than sufficient to pay the running expenses. In doing this he has established a monument to the memory of a name that has been honored by three successive generations, and he has also made a number of friends for St. Louis among the descendants of the old settlers of the Holland purchase property.



*M. M. Ruck.*





Few men have succeeded so signally as Mr. Buck. To build up a business as he now owns is a task few men would dare attempt, and in which very few, indeed, could succeed. As a young man he mapped out an ambitious career, and by never-flagging industry and never-serv-ing integrity, he has attained a position which makes him the admiration of business men in all parts of the United States. He is a self-made man in the best and grandest sense of the term, and is a citizen of whom every St. Louisan is more than proud.

BLAIR, JAMES LAWRENCE, son of Frank P. and Apolline (Alexander) Blair, was born in St. Louis, April 2, 1854. His parents were both members of the famous Preston family of Kentucky. He attended public schools and the High School of St. Louis, and subsequently studied at Princeton College, where he took the degrees of LL.D. and A.M. He went to work as office-boy in a wholesale house on Main street, and is by no means ashamed of the fact that his stipend was but \$15 per month, and that he lived on his scanty earnings. He was, however, too sharp a boy to long continue at the bottom of the ladder, and he soon obtained a better position. He was clerk for one and a half years in the assessor's office under Charles Green's administration, during which period he attended the Law School, studying law at night.

In 1877 he was admitted to the bar, and has been in practice ever since. In the year 1881 his brother, Frank P. Blair, Jr., entered the firm, which became known as J. L. & F. P. Blair, continuing under this name until 1885, when Mr. Frank P. Blair left the city. Mr. J. L. Blair's next and present partner was Judge Seddon. Mr. Blair is too able a lawyer to need praise. He ranks among the brightest attorneys of the West, and is a fearless, independent man in every respect. In 1885 he was appointed police commissioner, and served as vice and acting president of the board for four years. He was very active in the cause of law and order during the southern strike. He is now

a member of the executive committee of the Civil Service Reform Association.

Mr. Blair is married and has two children—Percy Alexander and Francis Preston—and since the death of his father he has been the main support of his mother and three young brothers.

BROADHEAD, JAMES O., the present minister to Switzerland, was born May 29, 1819, near Charlottesville, Albemarle county, Virginia, and is the eldest son of Achilles and Mary Winston (Carr) Broadhead. He is of English-Scotch origin. His grandfather was Jonathan Broadhead, who came from Yorkshire, England, during the Revolutionary war, and settled in Virginia. His mother's people, the Carrs, came from Scotland during the early settlement of Virginia. During the war of 1812, his father was a captain of Virginia troops.

His education was liberal and thorough, he having taken a preparatory course in the Albemarle High School, and then attending the University of Virginia. He was unable to take the full course in the university, and supported himself while attending the institution. After leaving college, he taught in a private school near Baltimore, Maryland.

During this time young Broadhead's parents had moved to Missouri and settled in St. Charles county, and in June, 1837, he also came to Missouri and took the position of private tutor in the family of Hon. Edward Bates, who was attorney-general in President Lincoln's cabinet. For the next three years he taught in the family of Mr. Bates, and also in St. Charles county, reading law at the same time under Mr. Bates.

He was admitted to the bar at Bowling Green, this State, in 1842, by Judge Hunt, and began the practice of law there the following year, where he continued to practice until 1859, when he came to St. Louis. During his sixteen years of practice in Pike county, he was a part of the time in partnership with Judge T. J. C. Fagg, afterwards one of the judges of the supreme court of this State, and for a short time he was a partner of Judge Hunt.

During his residence in Pike county, Mr. Broadhead was frequently honored with political offices by the Whig party, of which he was a prominent and influential member. He was a member of the State Constitutional Convention in 1845; was elected to the Legislature in 1846, and to the State Senate for four years, from 1850 to 1854. While serving in these positions he took high rank as a debator, and was a recognized leader in his party.

Upon removing to St. Louis he formed a law partnership with Fidelio C. Sharp, of Lexington, Missouri, and at once entered upon a very successful practice. This partnership continued during the late civil war, and only terminated with the death of Mr. Sharp in 1875.

When the war began in 1861, Mr. Broadhead espoused the cause of the Union, and took a very active part in the events that followed. He was a member of the Convention of 1861, and was chairman of the committee which made a report to the convention in July, 1861, in favor of declaring vacant the offices of the State officers who, with Governor Jackson, had joined the cause of the Southern Confederacy. The report was adopted, and a provisional government was established for Missouri. He was then appointed United States district attorney for the Eastern District of Missouri by President Lincoln, which office he resigned the following year to accept the office of provost-marshal general of the department composed of Missouri, Southern Iowa, Kansas, the Indian Territory and Arkansas. He discharged the difficult and trying duties of this position creditably to himself and to the satisfaction of the administration.

When the war ended Colonel Broadhead resumed the active practice of his profession, which he has continued until the present. On the death of Mr. Sharp in 1875, Colonel Broadhead formed a partnership with his brother, William B. Broadhead, now at Clayton, Missouri, and John H. Overall, and later with Slayback and Haeussler, until 1882, then with Haeussler and his son, Charles S. Broadhead, until 1891.

Although constantly engaged in the practice

of law since the war, he has been called to fill several positions of honor, trust and responsibility. In 1875 he was elected to the State Constitutional Convention, as a Democrat, and bore a very prominent part in framing the present organic law of the State. After the adoption of the constitution, Colonel Broadhead was elected a member of the Charter Commission, and it was largely to his influence that the adoption of the Scheme and Charter was due. In 1882 he was elected to the Forty-eighth Congress from the Ninth Congressional District. In 1885 President Cleveland appointed Colonel Broadhead a special commissioner to visit France and examine the archives of that government in relation to the French Spoliation Claims, under the provisions of an act of Congress providing for the adjustment of those claims. He was also retained by the United States Government to prosecute the famous Whisky Ring cases. Shortly after Mr. Cleveland's second election to the Presidency, he appointed this able lawyer and conscientious statesman minister to Switzerland.

Colonel Broadhead was married May 13, 1847, to Miss Mary S. Dorsey, of Pike county. They have three children living—Charles S., now practicing law with his father; Mary (now Mrs. William Horton), and Nannie.

BIGGS, WILLIAM H., son of George K. and Nannie (Floyd) Biggs, was born in Clark county, Missouri, August 1, 1842. After receiving a very liberal education at La Grange College, La Grange county, Missouri, he read law with Judge Ellison, of Canton, Missouri. In 1867 he was admitted to the bar, and in the following year he commenced practice on his own account in Bowling Green, Missouri. He secured a lucrative practice, and in the year 1873 he was persuaded to move to Louisiana, Missouri, where he for sixteen years practiced law.

Mr. Biggs was called upon to give his opinions in a variety of very important cases involving the disposal of immense sums of money, and so correct was his reading of the law that for several years he was mentioned as the most suit-

able man to occupy a seat in the Court of Appeals.

In the fall of 1889 he accepted a nomination for this important position. His popularity in the neighborhood rendered his election a matter of course, and his splendid record on the bench more than justifies the action of the voters. Judge Biggs has been called upon to adjudicate in a very large number of important cases, and his decisions and judgments have been of the most able character.

The Judge is still quite a young man, with several years of useful hard work before him. He married in 1870 Eliza Shotwell, of Pike county, Missouri. He has four children—Annabell, Davis, Estelle and Georgie.

LUBKE, GEORGE W., was born in St. Louis, February 22, 1845. His parents were H. William and Christine (Penningroth) Lubke. He was educated in the public and private schools of St. Louis, read law with Henry Hitchcock, and was admitted to the bar, when only nineteen years of age, by Judge Moodey of the Circuit Court of St. Louis.

Upon his admission to the bar he formed a partnership for the practice of law with his preceptor, Mr. Henry Hitchcock. Subsequently Mr. Preston Player was taken into the co-partnership, which was continued under the firm name of Hitchcock, Lubke & Player until the fall of 1882, when Mr. Lubke was elected one of the judges of the Circuit Court of the City of St. Louis, which position he filled with credit to himself and to the satisfaction of the bar and those having business in his court until 1889.

At the expiration of his term of office, Judge Lubke formed a law partnership with Mr. Hugo Muench, under the firm name of Lubke & Muench.

In politics Judge Lubke is a Democrat. While he is not a politician in the popular meaning of the term, his voice is always raised for the principles of his party, and for honest economical government, whenever his services are needed in State and national campaigns. To the consideration and discussion of political

questions he brings the same judicial dignity, fairness and candor that characterized his decisions from the bench and have given him distinction at the bar.

Judge Lubke married, September 10, 1868, Miss Henrietta Luttercord, daughter of Francis H. Luttercord, a prominent merchant of St. Louis prior to the late civil war. Of this union there are five children—George W., Jr., who is practicing law in his father's office; Ida, Laura and Edgar, who is attending one of the public schools at St. Louis; and Arthur, who is not yet of school age.

STANARD, EDWIN O., almost invariably known to his countless friends and acquaintances as Governor Stanard, is a New Englander by birth, having been born in Newport, New Hampshire, January 5, 1832. His father, Mr. Obed Stanard, was one of the early settlers in New England, and his mother, formerly Miss Elizabeth A. Webster, also came of one of the oldest colonial families. When their son was about four years old, Mr. and Mrs. O. Stanard came west, locating on a farm in Van Buren county, Iowa. Here young Edwin worked on the farm during the summer, attending the public schools as regularly as possible and completing his education by a full course of study in the High School at Keosauqua, Iowa.

In the year 1852 young Mr. Stanard, who was then nineteen, came to this section of the country. He taught school for three years in Madison county, Illinois, and when school was not in session he studied hard, spending all he could spare from his salary in the pursuit of learning. In 1856 he accepted a position as book-keeper for a commission firm in Alton, Illinois, which city at that period was a vigorous commercial rival of St. Louis, and after holding the position for one year he came to this city and established himself in the commission business.

Those who know Governor Stanard to-day can easily imagine the energy and earnestness he forced into his business at the age of twenty-five, and it is not surprising that he soon built



up an exceedingly valuable business. He kept on adding to this business until the year 1861, when the blockade on the Mississippi river compelled him to open a branch house in Chicago. After the blockade was raised he opened a third establishment at New Orleans, but made St. Louis his headquarters and directed the bulk of his very profitable business from that point. He continued in the commission business until the year 1868, when he closed his contracts and entered into the milling business, establishing the house which has continued with but slight changes until now. At the present time the output is 2,500 barrels a day, and is steadily increasing. St. Louis has the reputation of being the best winter wheat flour market in the world, and the E. O. Stanard Milling Company has much to do with maintaining that reputation.

Mr. Stanard has been actively connected with the Merchants' Exchange for over a quarter of a century. In 1866 he was elected to the presidency, making one of the ablest of the many splendid presidents the Exchange has been fortunate in electing. He was shortly afterwards elected vice-president of the National Board of Trade, a position he still fills. In every local enterprise Mr. Stanard, or Governor Stanard, as he is invariably called, has been foremost. Few men have labored so unselfishly or successfully to secure the deep water between St. Louis and the Gulf, and he has also done good service to the city in the way of removing unfair discriminations against it in the matter of railroad rates.

The Governor has always been an earnest supporter of the Exposition, and one of the hardest workers on its board. He was president of the board of directors during the 1893 season, when, in spite of the hard times and the overwhelming competition in Chicago, a handsome profit was realized. He was also one of the first to come to the front and assist in establishing the Autumnal Festivities Association. He is first vice-president of the association, and also chairman of the committee on transportation. He is also a director of the St. Louis Trust Company, and was for fourteen years president of the Citizens' Fire Insurance

Company, which institution was uniformly prosperous under his management.

In politics Governor Stanard is a Republican. In 1868 he was elected Lieutenant-Governor of Missouri, and shortly afterwards was elected to the Forty-third Congress, from what was then known as the second district. In Congress he worked hard for local measures as well as for national reform, and he succeeded in securing liberal appropriations for improving the river, as well as the establishment of the jetty system, which has since proved so uniformly advantageous. On leaving Congress, Governor Stanard retired to a great extent from active politics, and although he has assisted his party by advice and counsel, he has declined to accept nominations, although many have been tendered him.

Governor Stanard is an active member of the Methodist-Episcopal Church, having been connected with the denomination for thirty-five years. He is well known as a philanthropist, and takes part with great vigor in all movements in connection with his church. In 1881 he was elected by the Missouri Conference as a delegate to the great Ecumenical Conference in London, England, and he fulfilled his trust well. In short, Governor Stanard has from his youth up been an excellent citizen and a good neighbor. Few men are better known throughout the West and South, and fewer still are more highly respected. He is now sixty years of age, but does not consider himself an old man, and still looks after his business personally.

In 1856 Mr. Stanard married Miss Esther Kauffman, of Iowa City, Iowa. He has four children—two sons and two daughters—Cora Z., now Mrs. Edgar D. Tilton, of St. Louis; William K., Ella, and Edward O., Jr.

SMITH, ANDREW JACKSON.—The distinguished soldier and patriot who is the subject of this biography, inherited patriotic and war-like blood, and it was natural that he should find himself adapted to the life of a soldier; and that he should win honor and distinction amid the rush and destruction of battle, is but the fulfillment of the decree of heredity. His father, General



*E O Hamard*





Samuel Smith, won distinction and his title in the war of 1812. He was a friend of Lafayette, and was with that great Frenchman when he visited Philadelphia. The elder Smith was born in Bucks county in 1742. He owned a very fine farm on the Delaware, and after the war of 1812 he resigned his commission and returned to the farm, where he died in 1838, at the ripe age of ninety-six years.

The subject of this sketch was born just at the close of this second attempt of Great Britain to crush the Colonies. April 28, 1815, was the date of his birth, and the old county of Bucks, one of the three Pennsylvania counties settled by the Quakers in the sixteenth century, was his birthplace.

In the days of young Andrew's youth the public school of the present day was unknown, but of course the best private institution of the times was to be had near home, as Philadelphia was at that time the center of civilization and culture for the western world. Therefore, the boy obtained the best education to be afforded by a private school in Philadelphia, at which institution he studied until his eighteenth year.

At that time, or in 1834, he was appointed a cadet by the great president after whom he was named—General Andrew Jackson. He entered West Point July 1, 1834, and graduated therefrom on July 1, 1838. He was given the commission of a second lieutenant, and served at Carlisle, Pennsylvania, at the school for cavalry practice during parts of 1838 and 1839. He was then put on recruiting service during parts of 1839 and 1840. In the latter part of the latter year he was sent on the expedition to the Pottawotomie country. During 1840, '41 and '42 he was located at Fort Leavenworth, except during a brief time in 1841, when he was ordered to Jefferson Barracks, St. Louis. He was ordered to Fort Gibson, Indian Territory, in 1843, and in the same year he was ordered to return to Fort Leavenworth, where he remained until 1845.

On March 4, 1845, he was created a first lieutenant of dragoons, and in the same year was

ordered on an expedition to the Rocky mountains.

When the war with Mexico broke out, he was immediately ordered to the front, being the first lieutenant of a regiment commanded by General Stephen Kearney. Phil Kearney, afterward renowned as a great Indian fighter, was also in the command of General Stephen, who was his uncle. As young Phil likewise held the rank of a lieutenant, the young men became fast friends before the campaign had progressed very far.

The command had scarcely reached the seat of war when General Kearney was ordered to return to the East. Directly after this, Lieutenant Smith was ordered to Southern California to watch the interests of Uncle Sam, being stationed for garrison duty at San Diego during 1848.

On February 16, 1847, the young soldier was again promoted, he being made captain of the First Dragoons. In 1849, during the excitement and wild times incident to the discovery of gold, he was stationed at San Francisco. Within the next decade he was stationed at various points in California, Oregon and Washington, and engaged in many expeditions and campaigns against the Indians.

May 15, 1861, he was created a major of dragoons, and a little later was sent from Washington Territory on an expedition to the Nez Perces agency. While there he received a peremptory call to return to San Francisco, from which place he was at once ordered to Washington, where he was expected to assist in putting down the rebellion. He at once embarked for New York, going by way of the Panama canal. Even in those days the trip from San Francisco to New York was not only expensive but tedious, requiring thirty days' time to complete it.

Upon his arrival in Washington he was created major of cavalry on August 3, 1861. Only a few weeks after this, or on October 2, he was created colonel of the Second California Cavalry Volunteers, and with his command was ordered west to join the Army of the Tennessee, when

he was appointed chief of both the cavalry departments of Missouri and Mississippi. This office he held until 1862.

On March 17, 1862, he was made a brigadier-general of United States Volunteers. Then began a campaign unexampled in activity and hard fighting for the next three years. During 1862, '63 and '64 General Smith led his command over nearly all of Alabama, Mississippi, Arkansas and Tennessee, and during that time saw nearly as active service as falls to the lot of any soldier. He commanded a detachment of the Thirteenth and Sixteenth Corps part of the time, and the battles and skirmishes in which he gallantly led his troops are too numerous to mention here. However, it might be well to enumerate some of the chief engagements in which he participated. He was in the bloody siege of Corinth, and was in the van in the courageous assault on Chickasaw Bluffs; he was all through the tedious and dangerous siege of Vicksburg, and assisted at the capture of Port Gibson; he cheered his men up Champion Hill against the slaughtering fire of the enemy; he was the chief figure in the Red river campaign; and his bravery at the battle of Pleasant Hill, Louisiana, won him distinction; in May, 1864, he covered the rear of Banks' retreat, and in the same year defended St. Louis from the threatened attack of Price; he was at Tupelo and Nashville, and in 1864 commanded a detachment of Thomas' army in its campaign against Hood.

On April 10, 1864, he was made a brevet colonel, "for gallant and conspicuous bravery at the battle of Pleasant Hill, Louisiana." May 9, 1864, he was created lieutenant-colonel of the Fifth Cavalry, and three days later was made major-general of United States Volunteers. Again, at the battle of Tupelo, by his brave leadership in the assault on the enemy he won distinction, and the title of brevet brigadier-general was conferred on him.

At the battle of Nashville he, for the third time, distinguished himself by his conspicuous gallantry, and was rewarded by having the title of brevet major-general conferred on him.

During 1865 he was in the campaigns in various parts of Alabama, was at the battle of Mobile and led the attack on Spanish Fort. He was mustered out of the volunteer service, January 15, 1866, and was made colonel of the Seventh Cavalry, regular army, July 28, 1866, the same regiment of which General Custer was then lieutenant-colonel. In 1867 and 1868 he was in command of the Upper Arkansas.

In 1872, his old commander, General Grant, recognizing the fact that a man who had rendered his country such signal service in war could not but prove a faithful servant in peace, appointed him postmaster of St. Louis. He, of course, resigned his commission in the army. He served the people of St. Louis four years, and made a most excellent civil official. Immediately after his term as postmaster had expired, General Smith was elected city auditor and served four years.

General Smith is married to Miss Anna Simpson, daughter of Dr. Robert Simpson, of St. Louis. They have one son living, William Beaumont Smith, who has undoubted talent as an actor, and who has adopted the stage as his profession. He was a member of the Booth and Barrett company until the latter died and the company was thus broken up.

After a most active life as soldier and civilian, General Smith has now retired to his handsome home here in St. Louis to rest and enjoy the honors he has earned.

SCUDDER, CHARLES, city treasurer of St. Louis, is one of the city's representative men, and through the changes of many years he has been identified with its growth and history in various ways. He is of that virile Kentucky stock which has played such a conspicuous part in the development of America, and is himself a native of that State, having been born at Mayslick, Mason county, November 1, 1833.

His father, Charles, was a native of New Jersey, while his mother, Mary (Hood), came from Virginia. His father was a physician, and when the subject of this sketch was



A. J. Smith  
Bot Maj Gen U.S.A





two years old, he emigrated to Indiana, removing from that State to St. Louis in 1837. His three sons, John A., Charles and Wm. H., all became leading citizens and successful men of this city. Wm. H. is now dead. John A. is very wealthy, while Charles is rising toward the zenith of a most active and honorable career.

The latter was educated in the public schools of the city, which he attended until he was seventeen years old, being at one time a pupil of the late Colonel David H. Armstrong, who was, as we have already seen, a teacher in the first public school opened in St. Louis. When he left school he entered a retail dry goods store as clerk, but the work proving not to his taste, he secured a position as clerk on a steamboat, and this was the beginning of a most eventful career on the river, whose trade was then at its greatest activity.

He next became the captain of a Keokuk boat, then became identified with the Lower Mississippi and the Missouri river trades. Throughout the war he had charge of a boat store at Cairo, and at the end of the contest returned to St. Louis and became identified with Messrs. Griswold and Clement in the management of the Lindell Hotel. This arrangement continued for twelve years, or until 1888, when he was elected to the office of public administrator on the Republican ticket. The next public trust conferred on him was the one he now holds as city treasurer, to which he was elected in 1893.

He has proved in every capacity that he is a citizen who can be trusted, and that his fellow-citizens have not erred in conferring honors upon him. Mr. Scudder was married in 1860 to Miss Sarah V. Rogers, of Marion county, Missouri. Nine children have been born to them, eight of whom are still living.



CHARLES SCUDDER.

ISAACS, HENRY G., is a native of the city of Brotherly Love, and was born in 1840. He passed his boyhood in New York, and was educated in Trinity School of that city, from which he graduated to enter the architectural office of Richard Upjohn, in that day a famed architect of the great metropolis. The boy early displayed marked talent in architectural drawing and design, and under such an excellent tutor made rapid progress, soon becoming his teacher's invaluable assistant. In 1864 he came to St. Louis, which was then, as now, a better field for the architect than the eastern cities,

which have already passed through their season of greatest growth.

On reaching this city he entered the office of George I. Barnett as an assistant, subsequently becoming that gentleman's partner. In 1867 this partnership was dissolved to permit Mr. Isaacs to establish a business of his own. Prior to this his ability had attracted the attention of capitalists, and since he has been in business on his own account there has been no lack of important commissions. He has contributed in a marked and material way to the development

of St. Louis, and attention need only be called to the Samuel C. Davis Building, the Ames Block, the Odd Fellows Hall Building, the Mercantile Library, the Bank of Commerce Building and the New Planters' House, which were designed by him, to establish the fact of his skill and ability as an architect. His plans have been submitted to the severest tests of time and criticism, and he is recognized both within and without the profession as one of the ablest and most advanced architects of the West. Mr. Isaacs is a member of the American Institute of Architects.

BARNETT, GEORGE I., the son of Absalom and Sarah (Ingham) Barnett, was born in Nottingham, England, on the 20th of March, 1815. He was educated in that country at the classical school founded by the celebrated Agnes Malloves, established for the education of Burgess' sons.

He came to America on the 1st of April, 1839, and settled for a time in the city of New York. Late in the autumn of that year he removed to St. Louis, and has since remained an honored and leading citizen of that city. In the spring of the following year he established himself in the business of an architect. His first professional work in St. Louis was in drawing the perspective view of the present Court House for Singleton & Foster, then the only architects in the city, and who had charge of that work. His next professional work was the production of a perspective view of the St. Louis Theater, which was of such merit as to be preserved in the historical society of the city. In the spring of 1840 he was employed by the firm of Clark & Lewis, then leading architects, who built the church of St. Vincent de Paul.

Among the more prominent and notable structures supervised by Mr. Barnett, as the architect, may be mentioned St. Mary's Church, the old Post-office Building (from which work he was discharged for voting for Thomas H. Benton and against James K. Polk), the old and new Southern Hotel, Lindell Hotel, the Centenary

Church, Union Methodist Church, Third Presbyterian Church, the Equitable Building, Barr's store, and made drawings for a part of the Planters' House. He was also architect for the late Henry Shaw, superintending the construction of all of his buildings, as well as those at the Fair Grounds. In competition with architect Upjohn, of Boston, he made drawings for Trinity Church, which were presented by Martin E. Thomas. He also suggested to the late James Lucas and laid out Lucas Place. Over 2,500 of the fine residences of the city are the production of his work. In his professional labors Mr. Barnett has become an interesting part of historical St. Louis.

He was first married to Miss Ann Lewis, of this city, in 1846, by whom he has three children—Sarah (now Mrs. Lewis Drew, of Davenport, Iowa), Emma (now Mrs. Frank A. Drew, of St. Louis), and Absalom, an architect in San Francisco. The grandchildren were twenty-three in number, and but one death has occurred in the family since his first marriage.

The second marriage was in 1858, to Miss Lizzie Armstrong, by whom he has four children—Mary, Elizabeth, George D. and Thomas.

JOHNSON, CHARLES PHILIP, was born at Lebanon, St. Clair county, Illinois, January 18, 1836. His parents were Henry and Elvira (Fouke) Johnson. They were among the pioneers of the Mississippi Valley. His maternal grandparents came from Virginia and settled before the beginning of the present century at Kaskaskia, where his mother was born. His father was born in Philadelphia. His mother, a woman of strong character and fine mind, many of whose marked traits her son inherited, is still living and is an inmate of his home.

With a natural thirst for knowledge, he made the best possible use of the limited advantages that were afforded by the common schools of Belleville. He supplemented the education obtained there by a year's study in McKendree College, just before he came to St. Louis. Like Franklin, the subject of our sketch acquired much of the education that has been of practical value to





*Geo. J. Barnett*



him in a printing office, he having learned "the art preservative of all arts," and when but eighteen years old published a weekly newspaper at Sparta, Illinois.

In 1855 he came to St. Louis and read law with Judge William C. Jones and General R. F. Wingate, and was admitted to the bar in 1857. The country was even then entering the preliminary stages of the political strife which was soon to precipitate it into a mighty civil war. Ardent, patriotic and ambitious as was young Johnson, just entering upon the threshold of his career, it can easily be understood how difficult it would be for him to remain inactive. It was impossible for him to do so, and he at once entered heart and soul into the free-soil movement, and became an active partisan and one of the trusted lieutenants of that dashing and chivalric leader, Frank P. Blair.

In the spring of 1859, Mr. Johnson was elected city attorney for the term of two years. During the memorable campaign of 1860 he was an active supporter of Abraham Lincoln. When the first call was issued for troops in 1861, he enlisted and served as a lieutenant in the Third Regiment Missouri Infantry. During this time he assisted Morgan L. and Giles F. Smith in recruiting the famous Eighth Missouri Regiment, which he tendered to President Lincoln in person. He was elected major of the regiment, but declined on account of poor health.

When the division occurred in the Republican party in St. Louis, in 1862, and one wing of the Congressional Convention nominated Frank P. Blair as a candidate for Congress, Mr. Johnson was nominated by the other, but he declined the nomination (being then barely old enough to be eligible), and placed Hon. Samuel Knox in nomination, who was elected over General Blair.

He then accepted a nomination for the Legislature, and was elected. He was appointed chairman of the Committee on Emancipation, and his brilliant oratorical ability soon made him leader of the House. He endeavored to persuade the pro-slavery party to accept President Lincoln's proposition to pay the slave holders

who had remained faithful to the Union for their slaves. Mr. Johnson came out for unconditional and immediate emancipation, and introduced the bill calling the State convention. In the bitter contest for the United States Senator at this session, Mr. Johnson was an unwavering supporter of B. Gratz Brown, and rather than give up his candidate he forced an adjournment by joining his forces with those of Hon. John S. Phelps, and an election of senator was thus prevented. In the fall of 1864 Mr. Johnson was nominated for Congress, but Hon. Samuel Knox ran as an independent candidate, dividing the Republican vote, and Mr. John Hogan was elected.

The Convention bill was passed at the adjourned session of the Legislature in the winter of 1863-64, and the State convention met in St. Louis, in January, 1864. It immediately passed an ordinance freeing the slaves and then proceeding to form what is known as the "Drake Constitution," which was submitted to the people for adoption in May following. Mr. Johnson made a canvass of the State in opposition to the new constitution, on account of its intolerant and proscriptive features, and was elected to the Legislature the following fall, as a member at large from St. Louis county. In the fall of 1866 he was appointed circuit attorney for the city and county of St. Louis; in 1868 was elected to the same position, which he held for six years.

When the liberal Republican movement was inaugurated in this State, Mr. Johnson gave it his adhesion, and was a delegate to the State convention that sent delegates to the Cincinnati convention which nominated Greeley and Brown. In 1872 he was nominated for and elected lieutenant-governor on the ticket headed by Silas Woodson. He made a model presiding officer of the Senate, and was distinguished for his knowledge of parliamentary law and his fairness and impartiality.

During the time he was lieutenant-governor, Mr. Johnson made a departure from the usual course of the presiding officers of the Senate by having introduced in the Senate a bill abrogat-



ing what was known as the "Social Evil Law" in St. Louis, an ordinance providing for licensing of houses of ill-repute, and advocating upon the floor of the Senate the passage of the bill. It was mainly through his efforts the bill was passed and the disgraceful "Social Evil Law" expunged from the municipal statute book of St. Louis.

In 1880 Governor Johnson was again elected to the Legislature and secured the passage of a law making gambling a felony, punishable by imprisonment in the penitentiary, and during the following year he conducted his memorable fight against the "gambling ring," which ended in its complete overthrow and destruction.

At no time has Governor Johnson permitted politics or the holding of office to interfere with the practice of his profession. He devoted himself largely to the criminal practice, and has established a reputation as one of the foremost criminal lawyers in the West, having been connected with most of the leading criminal cases, not only in this city and State, but throughout the West, his practice including the States of Illinois, Kentucky, Tennessee, Mississippi, Kansas, Colorado and other States. He is associated with his brother, John D. Johnson, eminent as a civil lawyer, and gives his attention almost entirely to the criminal branch of the business.

Whether as a statesman, advocating measures for the welfare of the people; a lawyer pleading the cause of the weak or innocent; a public prosecutor arraigning criminals at the bar of justice; or a citizen in the walks of private life, Governor Johnson has always been the same dignified, courteous gentleman, so demeaning himself as to command the respect and admiration of all who know him.

Governor Johnson is notably domestic in his tastes and habits. He has been twice married. His first wife was Miss Estelle Parker, by whom he has four children—two daughters, one the wife of Hon. J. F. Merryman, of this city, and the other the wife of Mr. George Cook, the noted patent lawyer, of New York City; Harry T., age twenty-one, who is a student in the law

department of the Washington University, and Ralph, age eighteen, who is attending Bethany College, at Bethany, West Virginia. His second wife was Louise Stevens, daughter of a former respected and prosperous merchant of St. Louis, by whom he has three children—two boys, Albert W. and Charles P., and one daughter, Louise, who is about the same age of the youngest of his four grandchildren.

KENNARD, SAMUEL M., is perhaps the most typical new St. Louisan the city has seen. Although no longer a young man he retains all the energy and restless activity of youth, and although at the head of the largest exclusive carpet house in America, he still finds time to devote to every movement which is designed to advance the city's interests and to help forward every project calculated to make St. Louis metropolitan in every sense of the word.

To detail Mr. Kennard's public work during the last ten or fifteen years would be to re-write the history of New St. Louis. He helped to organize the Mercantile Club, which has been of such marked value to the city in many ways, and from the first he was among the most active advocates of street illuminations, fall festivities and other methods of attracting visitors and entertaining them; and as *res non verba* is one of the leading maxims of his daily life, his advocacy meant putting his shoulder to the wheel rather than telling other people what to do.

He was the first to insist on the possibility of erecting an Exposition Building and holding an annual exposition, and when he had persuaded other leading men to fall in line, he showed his faith in the project by liberal cash contributions, and by giving the work his daily and almost hourly attention. When the structure was completed he had the pleasure of declaring the first exposition open. He was president during the first eight highly successful seasons, and is still a director of the association.

It was Mr. Kennard who presided over the historical meeting of May 11, 1891, when the Autumnal Festivities Association was formed, and as president of the executive committee



*Chas. P. Johnson.*





he was the guiding spirit of that organization during its successful career. The new Planters' House, one of the finest hotels in America, was erected by a company with which this gentleman is connected, and in a variety of other ways he has lent his influence, energy, and money to projects which have resulted most advantageously to New St. Louis.

Mr. Kennard is about fifty-two years of age, having been born in 1842. Like so many other prominent St. Louisans and Missourians, he claims the Blue Grass State as his birthplace, but his ancestors for several generations back had resided in the good old State of Maryland. From both branches Mr. Kennard comes through American stock. One of his grandfathers fought in the war of 1812, and more than one of his ancestors fought in the Revolutionary war, so that he is a son of America in every sense of the word. His father, Mr. John Kennard, was born in Baltimore, and in 1833 he married Miss Rebecca Owings Mummey, daughter of the head of the firm of Mummey & Meredith, one of the largest wholesale dry goods merchants in the United States during the time that Baltimore competed with New York for the distinction of being the first jobbing point in the country.

Mr. John Kennard moved into Kentucky about nine years after his marriage and established himself in business at Lexington, in which town his son, Samuel M., was born. After about twenty years this business, always prosperous, had outgrown the city in which it was located. Casting his eye around for a more suitable place from which to direct his operations, Mr. John Kennard saw that St. Louis was both the gateway of the West and South, and the best distributing point in the country, and in 1857 he located here. For fifteen years his life was spared to St. Louis, and when he died he was mourned as a valuable citizen as well as a faithful friend.

The subject of this sketch was educated in the public schools and subsequently in a more advanced institution, but he was only fifteen years of age when he commenced his business career in his father's establishment in St. Louis.

When the war broke out he regarded it as his duty to support the South, and when only nineteen years of age he left St. Louis and enlisted in the Confederate army, serving in the artillery attached to Cockrell's brigade until the end of the war, seeing much active service and fighting shoulder to shoulder with a number of men who are now, like himself, looked upon with the greatest respect by St. Louis people generally.

His military career terminated in June, 1865, and he shortly afterwards returned to St. Louis, via New Orleans, and was made a partner in the carpet house, the firm name being changed to J. Kennard & Sons. Mr. Samuel M. Kennard infused a great deal of new life into the business, and before long had almost exclusive control of the buying department. On the death of his father the firm was incorporated under the State law as the J. Kennard & Sons' Carpet Company, of which establishment the subject of this sketch is the president and the guiding spirit. He has taken several long trips in the interest of the house, and possessing to a marvelous extent the faculty, the conciliation, and friendship-making, he has succeeded in opening up new territory and in vastly increasing the scope of the firm's operations. In only one respect does the great carpet company resemble the comparatively small Kentucky house from which it sprung. This is in the policy of sterling justice to customers; and the confidence which is reposed in the house is something unique in commercial history. Its traveling men cover almost the entire country, and it may be regarded as one of the most lasting bulwarks of St. Louis commerce.

Mr. Kennard is what may be termed an independent Democrat, always glad when he can give to his party the full force of his support. He has been frequently asked to accept political office, and when he can be persuaded to accept the mayoralty nomination he will be supported by the commercial element, without regard to party. He married in the year 1867 Miss Annire R. Maude, sister of John B. Maude and Mrs. F. C. Shupe, of this city, and has a family of six children. Mr. and Mrs. Kennard and family

reside in an elegant mansion on the corner of Portland place and King's Highway boulevard.

Mention has already been made of Mr. Kennard's active work outside his own business. He is president of the Autumnal Festivities Association; treasurer of the Citizens' Smoke Abatement Association; a director and ex-president of the St. Louis Exposition and Music Hall Association; a member of the Mercantile Club, having been its president for the first and second year; a member of the Noonday, Commercial and St. Louis clubs; a director of the American Exchange Bank, the Mississippi Valley Trust Company, and the St. Louis and Suburban Railroad Company; and president of the Missouri Savings & Loan Company.

Mr. Kennard is a prominent member of the St. John's M. E. Church, South, and has contributed most liberally towards its support. In religion, as in politics, he is exceedingly liberal, and he has a deep-rooted objection to bitter sectarianism or religious warfare of any kind. Although a Protestant by education and conviction, he has seen so much good work done by Catholics that he recognizes in them co-laborers for one common end; and during his war career he shared a blanket every night for two years with a Catholic priest. His friends are members of all denominations, and sincerity is in his judgment the one thing needful. His attitude on the drink question is similar. He fights intemperance, but is opposed to unduly severe prohibition legislation, and his position, although perfectly logical, has in consequence been sometimes misunderstood. The various institutions and funds with which he is, and has been, connected have been occasionally criticised in matters of detail, but the people generally agree that he has proved a faithful steward in every way.

GAIENNIE, FRANK, general manager of the St. Louis Exposition, may be described as a born organizer, so successful has he been in arranging and organizing public enterprises having for their object the betterment of St. Louis, and more especially for the entertainment of visitors to the city. No man in the city has a larger num-

ber of personal friends, and Mr. Gaiennie is so proverbially faithful that he is in the confidence of members of both political parties and of representatives of rival factions in almost every walk of life.

As manager of the Exposition he has proved himself to be the right man in the right place. He was appointed at a time when interest in the annual event seemed to be waning. He at once took hold, conciliated all interests, caused a revival of friendly rivalry, and introduced so many novelties into the arrangement and management that each of his four seasons has been not only successful from a financial standpoint, but also an artistic and musical success of no insignificant character. It was Mr. Gaiennie who arranged for the largest military band ever seen upon the stage of any building in the world, and Gilmore's One Hundred will ever be remembered as a tribute to his enterprise and daring.

The sudden death of Colonel Gilmore during the season of 1892 placed the Exposition management in a most unfortunate position, and once more Mr. Gaiennie's tact and judgment was manifest. He succeeded in not only completing the musical programme for the year in a satisfactory manner, but also in securing for subsequent seasons Sousa's Unrivalled Band, undoubtedly the greatest musical aggregation in existence.

As secretary of the Autumnal Festivities Association, Mr. Gaiennie during the years 1891, 1892 and 1893 did yeoman service for St. Louis. It is impossible to give him too much credit for the inception of the idea which led to the formation of the association, while during the three seasons of its active work he took charge of all the immense mass of detail work, declining to accept any remuneration for services worth many thousands of dollars. The uniquely successful St. Louis reception to the Foreign Commissioners to the World's Fair was a result of his forethought and ingenuity, and the manner in which he secured for the Exposition of 1894, the cream of the Missouri State exhibit at the Columbian Exposition, stamps him as a diplomatist as well as an organizer.



*Sam M. Neward*





Mr. Gaiennie was born in the city of New Orleans, on February 9, 1841. Both his parents were natives of Louisiana, and every drop of blood in Mr. Gaiennie's veins is American. He was educated in the public and private schools of New Orleans, and finally graduated in the commercial course at Belwood Academy near Natchitoches, Louisiana, Mr. C. C. Preston being principal at the time. When seventeen years of age he entered into mercantile life in Natchitoches, and three years later was mustered into the Confederate army. He enlisted in April, 1861, and on May 17th was enlisted as a private in company G, Third Louisiana Infantry.

He bore the brunt of a severe campaign, and was elected respectively second and first lieutenant. He participated in the battles of Wilson Creek, Pea Ridge, Iuka Springs, the second battle of Corinth, the siege of Vicksburg, and all of the marches and skirmishes incidental to these campaigns.

He was paroled at Natchitoches in July, 1865, and at once obtained a position as clerk in New Orleans. In 1866 he became a partner in the firm of E. K. Converse & Company, from which he retired in 1873. In that year he came to St. Louis, where he established the firm of Gaiennie & Marks. During the last twenty-one years he has resided continuously in this city, and has been a prominent member of the Merchants' Exchange during the whole of that period. In 1879 he was elected director of the Exchange, and in 1882 became its vice-president. He was elected president for the year 1887, and his administration was an exceptionally successful one. He has also served for three consecutive years as vice-president of the National Board of Trade.

Among the other positions occupied at various times by Mr. Gaiennie, that of police commissioner, from 1885 to 1888, both inclusive, may be specially mentioned. He was also secretary of the World's Fair Committee, and is now a vice-president of the Confederate Home for indigent Southern soldiers at Higginsville, Missouri. Of this latter institution he was one of the original promoters and incorporators, and he

spared no efforts to raise the large sum of money necessary for the admirable objects contemplated by the originators.

Mr. Gaiennie's career as police commissioner was a very satisfactory one, and it is an open secret that it was largely the result of his efforts that both James G. Blaine and Grover Cleveland visited St. Louis during the year 1887. The admirable police arrangements during the festivities incidental to both visits are not likely to be forgotten for many years to come, and the same remark applies to another conspicuous event of the same year—the holding of the Grand Army Encampment for the first time in the history of the society in what many of its members regarded as a Southern city. Mr. Gaiennie also acted as grand marshal of the Papal Jubilee Parade on October 2, 1887, and held the same position at the centennial of President Washington's inauguration on April 30, 1889.

Mr. Gaiennie married in New Orleans, February 22, 1872, Miss Maria Louisa Elder. Mr. and Mrs. Gaiennie's family consists at present of two daughters and four sons, their oldest son having recently died.

BOOTH, JOHN N., was a native Missourian, having been born in Clarksville, Pike county, Missouri, July 1, 1835. His father, Major James W. Booth, was the son of Colonel Wm. Booth, a veteran of the Revolution of 1776, and was born near Winchester, Virginia, in 1801, at the old home of the Booth family, where they had lived from the time that the first American member of the family had emigrated from England in the year 1676. The old house stood until recent years, and during the civil war was in the very center of the battle-field of Winchester, made famous to the younger generation of Americans more through the incident of the thrilling ride of General Sheridan, which has been immortalized in prose and poetry, than through the battle itself, important as it was in its bearing on the closing issues of the civil war.

Major Booth spent the earlier years of his life in Kentucky, where he received his education, graduating with honors at Transylvania College.

In 1830 he came to Missouri, settling at Clarks-ville. Here he remained for sixteen years, engaged in merchandising and milling. During this time he took part in the Black Hawk war and gained the title of major. He married Miss Sophronia Naylor, of St. Charles county, Missouri, whose father had located in Missouri in the early years of the century, in 1833. He removed to St. Louis in 1846, recognizing that it was destined to become the greatest city of the Mississippi Valley, and desiring to find a broader field for his labors. Here he soon embarked in the leaf tobacco and general commission business, and the firm he then founded has continued in business up to the present date, conforming as occasion might arise with the changes incident to the development of the business, and has always been in the front rank of the progressive business houses of the growing metropolis.

It is now probably the oldest established commission firm in St. Louis, and one of the oldest firms of any kind in the city. By the infusion of fresh methods in the business from time to time, and by the association of younger men in its management, it not only maintains the advantages accruing from its half century of high standing, but is kept in close touch with the present times and methods.

Arrived in St. Louis at the age of eleven years, John N. Booth received his education from Mr. Edward Wyman, an ideal teacher and disciplinarian, whose memory is revered by the older residents of the city. At an early age he left school and became associated with his father in business, and for forty years thereafter was connected with the commission business, and was a master of its every detail. While signally successful in the conduct of his business during these many years, he never allowed his time to be entirely taken up by his own immediate interests, but whenever occasion presented itself he took occasion to associate himself with matters pertaining to the general business interests of the city, among other things taking an active part in the conception and establishment of Forest Park, which has now

become the city's chief pride and embellishment. He was connected as a director from time to time with a large number of important local enterprises, notably in the development of the great grain elevator interests of the city, and with the management of the Mechanics' Bank, and was regular in attendance at meetings and conscientious in his voting and influence.

His father, Major Booth, was a man of a singularly affable nature, and his personal friends were legion in consequence. This quality was inherited in full by the son, and by his manly, conscientious and cheerful nature he endeared himself to every one who came in contact with him. While having such a large personal acquaintance, he was of a retiring disposition, and always refused to allow his name to be brought forward at conventions, etc., although frequently importuned to do so by his friends. More than once he could have been nominated president of the Merchants' Exchange, the highest honor to which a merchant can aspire, but his retiring nature prevented his acceptance.

He was the son of Christian parents and a practical Christian himself. By faith a Presbyterian, his deep religious convictions were only equaled by his entire freedom from narrow sectarianism.

He married in February, 1866, Miss Alice Garrison, daughter of Hon. D. R. Garrison. Two children were born, a son and a daughter, and the former survives his father and succeeds to his place in the business, and to the heritage of the noble reputation which he has left behind him.

SAMUEL, WEBSTER MARSHALL, one of the most prominent members of the Merchants' Exchange and advocates of Mississippi river improvement, was born on March 7, 1834. Like so many other men who have risen to prominence, Mr. Samuel was born in the country, his parent's home at the time of his birth being at the little town of Liberty, Missouri. His father, Mr. Edward M. Samuel, was among the earliest settlers at that place, and by





*John M. Booth*



his strict attention to business and never-varying integrity he earned the respect of his neighbors and rose to the position of president of the Farmers' Bank of Liberty, an important position which he held for several years. Mrs. E. M. Samuel was formerly Miss Elizabeth Garner, the Garner family being a prominent one in Virginia and Kentucky circles. Mrs Samuel was a great-granddaughter of General John Trigg, who commanded a battalion against Cornwallis at the battle of Yorktown.

Mr. Web. Samuel, as the gentleman has always been known among his friends and business associates, graduated from Center College, Danville, Kentucky, in the year 1852. Six years later, when he was but twenty-four years of age, he entered into the grain and commission business, and, with the exception of an interval during the war, he continued in this business until the year 1889, when he accepted the presidency of the St. Louis United Elevators, a corporation which owns and controls all the local grain elevators with but two exceptions.

• The nature of his business naturally led to Mr. Samuel locating in the largest city in the State, and for some thirty-five years he has been identified with St. Louis. In 1865 he became connected with the Merchants' Exchange, and nine years later he was elected its president, his administration being marked by unusual enterprise and repeated successes. Among the offices held by him, the vice-presidency of the Jettys Improvement Company may be mentioned as one of the most important. Brought into constant contact with the river and river traffic, Mr. Samuel became convinced of the absolute necessity of a comprehensive scheme of river improvement. Besides individual effort, which has proved very successful, he has twice acted as a delegate to visit Washington and urge upon the Federal authorities the importance of river improvement, and within the last two years he has been mainly instrumental in securing legislation of a most liberal character in this direction.

Mr. Samuel also turned his attention to insurance work, and for several years was president of

the Phoenix Company. He was also connected with the "Pony Express," which carried the mail from St. Joseph to San Francisco, the arduous trip being made by aid of ponies in ten days. Although the Union Pacific Railway now runs over practically the same route as that followed by the ponies, the time has only been shortened about sixty per cent. Mr. Samuel became connected with the express through the firm of Russell, Majors & Waddell, who were the earliest holders of government freighting contracts in the West. Mr. Samuel gave his personal attention to the work and made more than one tour of inspection along the then dangerous route. In this, as in all other matters, he regarded the interests of the public as his own, and it is this vigorous unselfishness which has made his career so successful and earned for him the hearty respect of his fellow-citizens.

Mr. Samuel married in the year 1857, a daughter of Mr. William H. Russell, senior member of the firm of Russell, Majors & Waddell, already referred to. Mr. and Mrs. Samuel have had seven children, the oldest of whom, who is named after his grandfather, is now a member of the firm of Adams & Samuel, grain and commission merchants. The other sons are, W. R. Samuel, Benjamin A. Samuel, Webster M. Samuel, Jr., and Newman Samuel. Both the daughters, Fanny and Elizabeth, are married, the former being now Mrs. John a Spoor, wife of the general manager of the Wagner Palace Company; and the latter Mrs. Daniel Garrison, of this city.

HAYES, JOSEPH M.—Among the men who have helped to make the commercial history of the great city of St. Louis, and whose sterling traits of character and unaided efforts have raised them to a high position, none are more worthy of mention than Joseph M. Hayes, the head of the great woolen house bearing his name. His biography is most interesting, and should prove an encouragement to the young man just entering upon the struggle of life, as it shows success to be certain to him who possesses within himself the elements which deserve it.



Joseph M. Hayes was born in Cincinnati, Ohio, February 17, 1846; five years afterwards, however, his parents moved from Cincinnati to Illinois, finally locating at Peoria, where young Hayes received his education, attending public schools, and afterward Fay's Academy, leaving the latter to enter a commercial college in Chicago, where he took the full commercial course, including commercial law. Graduating from this college fully equipped in respect to a knowledge of commercial methods, he entered into practical business in Chicago, at the age of nineteen.

Fortunately born with a disposition towards the practice of sensible economy and habits which were reasonable and steady, he at once began to save his money; these savings, coupled with the result of some speculation in real estate, enabled him to enter business on his own account at the age of twenty-four. It was in January, 1871, that he opened his small business, and had scarcely gotten it fairly under way when the great Chicago fire of October, 1871, occurred. This enormous conflagration swept hundreds of firms out of existence, and among them the business presided over by Mr. Hayes. Any man of less energy and grit might have been overwhelmed by such early misfortune; but Mr. Hayes had the courage to bank on the future, and the very next day after the fire he purchased the stock and fixtures of a business on the edge of the burnt district, and immediately started to New York to complete arrangements for a new beginning. Notwithstanding the large loss by the fire, the indebtedness of the firm was paid in full, leaving but little to recommence business with except the confidence of former creditors, which, however, was not lacking, and his efforts, therefore, at another start were successful. The year following the fire was a very trying one, owing to the scarcity of business buildings, and Mr. Hayes having no money to invest in such a structure, determined upon a removal to St. Louis. The struggle here to establish the business and recoup the losses by the fire was a long one, but the business was gotten fairly under way in 1875, and since

then its growth has been constant and its prosperity unbroken.

In 1886, with a view of interesting some of the faithful employes in the business, the firm was incorporated, and is known as the Joseph M. Hayes Woolen Company. Mr. Hayes is to-day the owner and moving spirit of the business, as he has always been. He and his business are peculiarly and closely related. He has infused his personality into every department, and it has grown to be almost a part of himself. The business as originally established was on a smaller scale, but with the directing brain of its owner guiding it, it has grown to magnificent proportions, until to-day it proudly stands as one of the greatest houses in its line in the United States. The company deals in woollens for men's wear, being importers and jobbers. It also deals extensively and imports all kinds of tailors' trimmings, and, in fact, supplies everything required in the manufacture of men's clothing. Some idea of the magnitude the business has now reached may be gained when it is stated that the trade territory reaches from Duluth in the north to the Gulf on the south, from Ohio on the east to the Pacific on the west, within which a large corps of traveling salesmen are constantly kept busy waiting on the customers of the house. The house is known everywhere for its solidity and unvarying integrity, and in the business community its responsibility is unimpeachable. The achievement of these results is well worthy the life-time of labor bestowed upon it, and reflects the highest credit on the sagacity, energy and devotion of Mr. Hayes to correct business methods.

In writing the biography of Mr. Hayes, it has been previously intimated that the business has become an expression of his character; and those who know the business and its methods can make a fair estimate of the man who has made it what it is. He is a man of the most rugged integrity, honorable and just in all the relations of life, quiet and unassuming, seldom acting on wild impulses, conservative, but not narrow, he is a man of great reserve force and ability. His executive talent is highly devel-



*Joshua Hayes*





oped, and he has the faculty of doing a large amount of work without the appearance of great exertion. Between him and his employes the kindest feelings exist, as best evidenced by the fact that many have been with him for years.

In private life his social qualities and genial nature have won him the esteem of all with whom he has come in contact; and his host of friends admire and honor him for his manliness, inflexible honesty and goodness of heart. He is just entering the meridian of life, and with his past record of success to build upon, he will accomplish yet more brilliant results for himself and for others.

HOLTHAUS, LOUIS J., a financier of great experience and ability, was born in St. Louis, December 16, 1842. His parents were both natives of Germany, his father, Caspar L., having been born in Hanover, and his mother, formerly Miss Mary V. Hintz, having been born and raised in Rhenish Bavaria.

When he was very young Mr. and Mrs. Holthaus brought Louis J. to this country, and he was educated in the public schools of St. Louis, afterwards taking a course at St. Louis University and a commercial college. In 1859 he went into the tobacco manufacturing business with his father, and continued his connection with it until 1890, when he retired and Mr. Holthaus, Sr., continued operations alone.

The subject of this sketch is a mathematician of exceptional ability, and, regarding a financial career as more in his line than any other, he gave his attention quite early in life to banks and banking. About eleven years ago he was elected director of the Fourth National Bank of this city, and the care and skill he exhibited resulted in his being made vice-president of the institution, a position he continues to occupy to the satisfaction of all parties. His counsel is sought in matters of emergency and importance, and he is looked upon as a man whose advice can always be accepted with safety. Naturally conservative as well as enterprising, he combines caution with progressiveness to an extent which makes him a model banker.

In addition to his banking connections Mr. Holthaus has for several years been acting as guardian and administrator for relatives and members of his own family, his administration of the estate being conducted on business principles of a very advantageous character.

Twenty-four years ago Mr. Holthaus married Miss Johanna J. Geisel, daughter of Mr. George Geisel, who was a leading furniture manufacturer of this city prior to 1849. They have five children living—Louis C., aged twenty-one years, who is clerk in the Fourth National Bank; Alice, Laura, Dora and Grover Cleveland.

MERRELL, JACOB SPENCER, son of Jacob and Sylvia (Spencer) Merrell, was born in Westmoreland, Oneida county, New York, February 5, 1827. He is descended on both sides from English families, his father being a direct descendant of the Jacob Merrell who came from the old country with the original Hartford colony. The Spencers were also of English extraction, the family having emigrated to America in the early colonial days.

Mr. J. S. Merrell was the only son of a family of some size, and from early boyhood he had to work on the farm, his school attendance being confined to the winter months. As a child he was eager and active, neglecting no opportunity and overcoming many of the difficulties with which he had to contend. He was but fifteen years of age when he decided to strike out a career for himself, but recognizing his father's claims upon him, he, in accordance with a code of ethics scarcely understood in the West, bought the unexpired term of his apprenticeship, or service, for \$150, with \$30 additional for his clothing. He had saved \$60 in cash, which he turned over in part payment; and, with nothing but the proverbial bundle and a solitary dollar in his pocket, he started out to make his fortune.

After working for some time as a driver on the Erie canal at nine dollars a month, he resumed farm work, but later worked his passage to Buffalo and thence to Toledo, where, a promised position not being forthcoming, he cut

cord-wood for a livelihood. In the following spring he went to Lexington, Kentucky, where for six months he clerked in a grocery store. His next work was buying furs in the Kentucky mountains, which work he continued until on one occasion, when marketing his furs in Cincinnati, he purchased a small drug mill on Western Row and commenced work in the business with which his name was ever afterwards connected.

He was then eighteen years of age, but, with an energy which did him credit, he increased the capacity of the little mill, employed ten hands and manufactured thirty thousand dollars worth of goods every year. In 1853 he rightly concluded that St. Louis offered him better advantages than any other city, and he accordingly came here, selling his Cincinnati business and establishing himself on St. Charles street, between Fifth and Sixth streets. He prospered for four years, but in 1857 his place was burnt down, and although his insurance was only four thousand dollars, his losses were seven times that amount.

His creditors, recognizing his integrity and misfortune, signified their willingness to accept a composition, but the young man declined, declaring his intention of paying every one in full, a resolution he manfully kept. He speedily got his business started again and continued to prosper in spite of difficulties and drawbacks. In 1875 Mr. Cyrus P. Walbridge, now mayor of St. Louis and a son-in-law of Mr. Merrell, became connected with the business, and he relieved Mr. Merrell of a great deal of the arduous work connected with it, although that gentleman retained sole ownership of the house until his death, which occurred in 1885.

Like most self-made men Mr. Merrell was always exceptionally anxious to assist hard-working young men who applied to him for assistance, and he also sought out a number of immigrants and aided them in an unostentatious but generous manner. He was for several years connected with the First Congregational Church, and was for ten years president of its board of trustees. Politically, he was a Whig and a

Republican, but was only once persuaded to take office. This was in 1881, when he was nominated treasurer of St. Louis and elected by a large majority. During the war he was a persistent Unionist, and did a great deal of work of a missionary character in the city.

On September 20, 1848, Mr. Merrell married Miss Kate Jeannette Kellogg, daughter of Deacon Warren Kellogg, of Westmoreland, New York. Of his children, Mr. Hubert S. Merrell is now vice-president of the Merrell Drug Company, and his daughter is the wife of the present mayor of the city.

STRAUB, AUGUSTUS W., son of John N. and Elizabeth (Lang) Straub, was born in Alleghany City, Pennsylvania, March 30, 1846. He was educated in the public schools of his native city, and of Pittsburgh, and when eighteen years of age he entered the banking house of Mr. Philip R. Mertz, of Pittsburgh, in which he was engaged at important clerical work for five years. He then went to Europe, where he remained for about seven months, during which time the Franco-Prussian war was raging.

On returning to America he became interested in his father's brewery business at Alleghany City, and was a member of the firm of Straub & Sons until the year 1872, when he came to St. Louis. He became a partner here in the brewery of Julius Winkelmeyer, and for eighteen years he continued to do active work in connection with this important brewery, whose business increased rapidly, owing to his able and never-ceasing work and enterprise. Mr. Straub increased the territory supplied from the well-known brewery in a systematic and very profitable manner, and it was largely owing to his influence and push that the brewery was in a measure remodeled and generally fitted up in the best possible style.

During the eighties the Winkelmeyer brewery came to be regarded as one of the most important in the West, and its brand was looked upon as a guarantee of the most unimpeachable character. When the English syndicate first approached the St. Louis breweries with a view



*Levi S. Merrill*





to purchasing the plant and good-will, Mr. Straub, with a majority of the men who have made the name of St. Louis famous in the United States, was opposed to the transaction, but was finally prevailed upon with his partners to agree to a transfer, and the brewery became the Winkelmeyer branch of the St. Louis Brewing Association, with Mr. Julius Winkelmeyer as its superintendent. Flattering offers were made to Mr. Straub by the association, but he decided to terminate for a time his active connection with St. Louis brewing interests, and early in the year 1890 he sailed for Europe, where he remained for a period of eighteen months. He made a tour of the principal cities of the Old World, combining business with pleasure, and particularly studying the financial methods best approved and endorsed in London, Paris, Berlin and other large financial centers.

Late in the year 1891 Mr. Straub returned to St. Louis and devoted his entire attention to his extensive banking and real estate interests in this city. As a financier he had already attained a very high reputation, which he has since increased, particularly by his very able management of the affairs of the International Bank. In the year 1887 this bank, situated at 24 North Fourth street, was in a somewhat unhealthy condition, transacting little business, and with its credit impaired or at least weak. The directors selected Mr. August Straub as the best man possible to re-establish it on a firm and reliable basis, and a reorganization was effected, with Mr. Straub as president. From that time forward the bank has rapidly grown in public favor, and it is now looked upon as one of the most substantial financial institutions in the West. Mr. Straub has given to it during the last five years, with the exception of the short time he spent in Europe, the closest possible attention, and he allows no detail in the management to escape his notice. His name at the head of affairs at once silenced any rumors as to the stability of the institution, and the bank now does an exceptionally large business of a highly profitable and satisfactory character.

Mr. Straub's name is connected with most of

the movements in St. Louis which have resulted in benefit to the city. He is regarded as an exceptionally enterprising, though a safely conservative, man, and his career since he commenced work as a bank clerk thirty years ago has been an exceedingly creditable one. His two trips to Europe have established for him a very valuable connection in the Old World, and he has correspondents in almost every large city. The International does a very large foreign as well as home business, and the president's discretion and knowledge of foreign matters and credits is resulting in a steady increase in this line of business. Mr. Straub is frequently consulted on questions involving European financial affairs, and although essentially a busy man, he is courteous and attentive to all and has well earned the popularity he now enjoys. In addition to this he is the custodian of large trust and other funds, and few large enterprises are embarked in without consultation with him.

Mr. Straub married in 1873 Miss Julia L. Winkelmeyer, of St. Louis. The family resides in a handsome residence on Blaine and Grand avenues. They are well known in the society circles of the West and South Ends.

FRANCIS, DAVID ROWLAND, one of the most persistent advocates of "standing up for Missouri," is about forty-four years of age and is a native of Kentucky. He was born in Richmond, Madison county, October 1, 1850, both of his parents having lived the whole of their lives in the same county. The Francis family claimed Scotch, Irish and also Welsh blood, and some of their ancestors were very prominent, both in their native countries and in America. Mr. Francis received a preliminary education in the schools near his home, and when he was about sixteen years of age he came to St. Louis and entered the Washington University. He studied there about four years, graduating in the class of 1870 with the degree of B.A.

On leaving college he entered the commission house of Shryock & Rowland, of this city, and continued in their employ until April

30, 1877, when the firm went out of existence, being dissolved by mutual consent. On the following day Mr. Francis opened a grain commission business on his own account, and from the first this enterprise was uniquely prosperous. Possessed of an exceptionally keen intellect and an ability to read the signs of the times promptly, he made some most successful investments, and very soon began to be looked upon as not only among the wealthy men of the city, but also as one of the leaders of the Merchants' Exchange.

In 1880 Mr. Sidney R. Francis, a younger brother, became more intimately associated in the business, and in June, 1884, the D. R. Francis & Brother Commission Company was incorporated, with Mr. D. R. Francis as president. The success of the corporation continued to excite admiration, and the confidence reposed in it is the natural outcome of the high standing of the officers, who include, with the original founder, Mr. W. G. Boyd, now president of the Merchants' Exchange; Mr. Thomas H. Francis, and Mr. W. P. Kennett, Mr. S. R. Francis having died in December, 1893. The operations of the house extend over the entire country, and immense quantities of wheat, corn, oats, barley, cotton, provisions and pork are handled. A large business is also done in futures, in addition to an immense export trade which requires the maintenance of a branch house at New Orleans as well as the commodious offices in the Gay Central Building, at the corner of Third and Pine streets.

Although Mr. Francis, or Governor Francis, as he is now called, has made a fortune out of the grain business, it is rather as a common-sense politician that he will be best known to posterity. In 1883 he was made vice-president of the Merchants' Exchange, and in the following year he became president of the institution. While holding the presidency he was elected a delegate at large from Missouri to the Democratic National Convention, and his voice was heard in able advocacy of Cleveland and Hendricks at Chicago. In March, 1885, there occurred one of the most remarkable contests in

St. Louis history for the Democratic nomination for the mayoralty, and after 184 ballots had been taken without any result, an inspiration seized the convention, Mr. Francis was run as a dark horse and nominated on the one hundred and eighty-fifth ballot.

His opponent on the Republican ticket had been elected four years before by a majority of 14,000, and his re-election was regarded as a certainty. But Mr. Francis introduced the young men into politics, and after a most interesting contest, which was fought out until the last moment the polls were open, the youthful element triumphed and Mr. Francis was declared elected by a majority of 1,400.

In the chapter on Municipal Developments in the historical section of this work, some record is given of the remarkable success which Mayor Francis commanded as well as deserved during his administration, and it is unnecessary to repeat the achievements here. His veto of the Electric Elevated bill, on account of an inadequate compensation of the city being provided for, was an act of firmness which was criticised at the time by some few who were interested in the passage of the bill, but which was generally approved by thinking tax-payers, and which established a precedent worth many thousand dollars a year to the city. He also succeeded in reducing the average municipal debt interest from seven and six per cent to four per cent, and even less. He also succeeded in securing payment by the Missouri Pacific Railroad of a judgment in favor of the city amounting to nearly \$1,000,000.

A warm personal friendship having sprung up between Mayor Francis and President Cleveland, the latter was prevailed upon in 1887 to visit St. Louis during the festivities. He was the guest of Mayor Francis in the elegant mansion which that gentleman then occupied on Vandeventer place, and there was an excellent display of just that kind of hospitality which would be expected from a man who was born in Kentucky and raised in Missouri. Several other very interesting social events marked Mr. Francis mayoralty, and although St. Louis was proud of his selection by the Democrats in August, 1888, as their



candidate for the position as governor, it was not without a feeling of regret that a man of such sterling ability and loyalty was allowed to resign his office on January 1, 1889, and proceed to Jefferson City.

Missouri has had a long line of excellent governors, but Mr. Francis introduced at the Capitol a policy of activity and energy which was a distinct advance on anything seen there before. His messages to the Legislature were invariably to the point and of the greatest possible value to the State. In other ways he showed his ability, both as an administrator and peace-maker, and he has always been prepared to sink his personal aims for the benefit of his State. On every occasion he was prepared to "stand up for Missouri," and his words in season were numerous in the extreme.

When the Legislature appropriated \$150,000 to enable the State to make a fitting representation at the World's Fair, it became the duty of the Governor to appoint a commission for the State. The task was not an easy one, but as usual Governor Francis performed it well, selecting able representatives of the State's two great cities, as well as of its live stock, agricultural, horticultural, lumber, mining, and other numerous interests. Not content with doing this, he attended a large number of the board meetings himself, and accompanied several of the special committees on their tours through the State in search of exhibits and support.

At the expiration of his term of office, Governor Francis resumed his permanent abode in St. Louis, heartily welcomed by thousands of friends in every walk of life; for, as president of the Merchants' Exchange, mayor and governor, he has always been a thorough Democrat in habits as well as profession, and it is very seldom that a deaf ear has been turned by him to a tale of woe, even when told by a vigorous political opponent. It is a matter of general political belief that Mr. Francis could have been a member of the present cabinet, had he so desired. But he preferred to remain in St. Louis, with whose prosperity he is so intimately connected; and the recent death of his brother, Mr.

Sidney R. Francis, has made him devote more time to his actual business interests. It is the desire of an immense majority of the Democrats of the State, and of no inconsiderable number of Republicans, as well, that Governor Francis may at an early date represent the State in the Senate; but the Governor is non-committal on the subject.

Governor Francis was married in the year 1876 to Miss Jennie Perry, daughter of Mr. John D. Perry, president of the Standard Stamping Company and vice-president of the Mississippi Valley Trust Company and of Laclede National Bank. He has six children, all boys.

THOMPSON, WILLIAM H.—One of the successful bankers, most progressive and public-spirited citizens of St. Louis, and a man who occupies his present high position solely by force of his own merits and efforts, is William H. Thompson, president of the Bank of Commerce, who was born in Huntington, Pennsylvania, October 13, 1830. He received his education in the public school of his native town, and after the completion of his education entered a store, where he clerked for about two years and then left his yard-stick to go to Philadelphia to seek his fortune.

After considerable searching he secured a place as assistant in a plumber's shop, and as he liked the work he set about learning the business. When this was accomplished he spent several years working at his trade in various cities and towns of Pennsylvania, until 1853, when, having heard of the great opportunities offered by the West to a young man of push, he came to St. Louis, where he soon obtained employment in his line, and as plumbing work at that time was very profitable, in the same year that he came to the city he was enabled to establish himself in business alone. He conducted his business very successfully for eleven years, at the end of which time he had made enough capital to establish a factory for the manufacture of lead pipe and sheet lead, which was also conducted with no less success than his old business.

In 1871 he organized and established the plant of the Missouri Lead & Oil Company, of which he was elected president, holding the office until 1884, when the pressure of other duties caused him to resign the place.

One reason for his withdrawal was his election to the presidency of the Bank of Commerce, a position to which he was chosen in 1883. Long before this he had drawn attention to himself for the steady way in which he had spread his business and increased his capital, and the marked ability he had shown as a financier and man of business, and that the bank directors made no mistake when they made him president is shown in a marked manner by the prosperity of the bank since 1883. It has been brought to a splendid financial condition, which is admitted to be due largely to the wise management of President Thompson.

It is not only in the bank that his fine business talent has been applied; he is also vice-president of the Laclede Building Association, is treasurer of the Odd Fellows' Hall Company, and was for a number of years president of the St. Louis Gas Company, and later acted in the same capacity for the St. Louis Gas Trust. The city does not hold within its borders a man of greater public spirit or one more devoted to her welfare. As one of the most active organizers of the Commonwealth Realty Company he did and is yet doing a work of great value to St. Louis. It will be remembered that this company was organized for the purpose of building the New Planters, the two million dollar hotel now in course of erection, and it was at first desired that this hotel should be erected by capital outside of St. Louis, a bonus being offered as an encouragement, but it appearing difficult to secure prompt action on this plan, Mr. Thompson urged that a company be formed and the scheme pushed through.

Such action was taken, and the Commonwealth Realty Company, of which Mr. Thompson was elected president, was the result. He was one of the promoters and organizers of the Fall Festivities Association, and is a valuable member of both the executive and hotel com-

mittees. To all enterprises having in view the improvement of the city he gives a zealous support, and has always been the first to subscribe liberally to all movements designed to improve the city or increase its commercial importance.

As an employer, he is both loved and respected and is extremely popular with the employes of the bank, always being ready to accord credit where it is due and to give promotion when it is earned. As a man, Mr. Thompson is kindly and genial and of striking appearance. He is a gentleman of strong natural mental equipments, is a good speaker, is a close observer and has profited to the utmost by the lessons learned in the school of life and experience.

FERGUSON, DAVID K., president of the Mechanics' Bank, of St. Louis, has been a resident of this city about fifty-five years, and has been connected with some of its most important manufacturing interests. He has been exceptionally active in the iron industry, and is one of the men who have helped to make St. Louis one of the most prominent agricultural machinery centers of the New World. Always to the front in matters of special importance to the city and the West, he has succeeded in a remarkable manner, and for fully forty years he has been looked upon as one of the leading representative men of a city which has been uniquely fortunate in her sons and her leaders.

Mr. Ferguson was born in Pittsburgh, Pennsylvania, in March, 1827. He received a common school education in his native town, and when thirteen years of age he came west and secured employment in the Broadway foundry, of which Messrs. Kingsland, Lightner & Company were the proprietors, and which was then not only one of the leading manufacturing establishments of St. Louis, but one of the most important iron foundries in the West.

He learned very rapidly, and after four or five years he had acquired so thorough an insight into the foundry business that he felt able to commence operations on his own account; and in connection with Messrs. George, Leroy and



*D K Ferguson*





Philip Kingsland, he established the partnership firm of Kingsland & Ferguson. Suitable premises were secured at the corner of Cherry and Second streets, where an iron foundry business of large proportions was established. The members of the firm were all enterprising and competent, and it was not long before connections were established in all the leading centers of the West and South. Great success followed the enterprise of the firm, of which the elder members withdrew later on, resulting in the incorporation of the business under the name of the Kingsland & Ferguson Manufacturing Company. The quarters at Cherry and Second streets were soon outgrown, and an entire block was secured on Eleventh and Mullanphy streets. In 1887 Mr. Ferguson retired and the corporate name was changed to the Kingsland & Douglas Manufacturing Company.

While thus occupied in the manufacture of agricultural machinery, Mr. Ferguson was also an active worker in connection with the Vulcan Steel Works, of which he was president at the time of its absorption by the St. Louis Ore & Steel Company. This brought him into close contact with the Garrison Brothers, and a warm friendship sprang up between them. At that time Mr. Oliver Garrison was president of the Mechanics' Bank, and Mr. Ferguson invested largely in the stock. On the retirement of Mr. Garrison he was elected to succeed him in the presidential chair.

Mr. Ferguson became responsible for the general policy of the bank in 1879, and during the last fifteen years he has been faithful to his trust, regarding every detail in the bank's career just as he did every apparently trifling incident which transpired in his large manufacturing business during his thirty-five years of connection with it.

When quite young Mr. Ferguson married Miss Carrie Sherer, at Harrisburg, Pennsylvania. Miss Sherer was a daughter of Mr. Samuel B. Sherer, now of St. Louis, but who at that time resided at Harrisburg. The union has been an exceptionally happy one, and has resulted in the birth of three daughters, Miss Carrie, Mamie

(now Mrs. A. C. Fowler), and Sarah (now Mrs. Thomas R. Collins), all residents of St. Louis.

MEYER, C. FREDERICK G., is the founder of one of the largest drug houses in the United States, now known by the name of Meyer Brothers Drug Company, of which he is the president. Mr. Meyer was born December 9, 1830, in the northern part of Germany, some fifty miles south of the city of Bremen, his parents being engaged in agriculture and stock raising. He received a common school education up to his fourteenth year, when he was confirmed in the Evangelical Lutheran Church. His father died when he was only three years of age, and his mother when he was about sixteen.

In 1847, then a lad in his seventeenth year, he, with his brother William, emigrated to the United States. They took a sailing vessel at Bremerhaven for New Orleans, where, after about seven weeks' voyage, they arrived on the 17th of November of said year; at New Orleans they took a boat for Cincinnati, and at Cincinnati they took a canal boat for Ft. Wayne, Indiana.

This being at the commencement of the winter season, cold weather set in and the boat had to lay up on account of ice in the canal; this compelled them to continue the journey afoot. The roads at that time were very bad; deep mud and a layer of snow made the journey a difficult one, but after two days of hard travel they came within about eighteen miles of Ft. Wayne, where they had a sister living, which was the object of their destination. Here they arrived on the 4th of December, 1847.

Mr. Meyer remained on the farm with his sister until the 14th of February, 1848, when his brother-in-law took him to Ft. Wayne in a wagon. He soon found a place where he could make himself useful in the household of a Mr. Hill, he having the privilege of attending school, which he did about ten weeks, when his teacher took sick.

Young Meyer, having no means to fall back on, saw the necessity of earning something; he

was directed to a drug store owned by Mr. H. B. Reed, and here he found employment. He went back to the house of Mr. Hill and told Mrs. Hill that he had found a place to earn a living, this privilege having been left to him when he commenced. At first young Meyer had to do all kinds of porter work, but expressing a desire to advance, Mr. Reed gave him an opportunity to be apprentice; and when in 1849 the cholera visited this country, Ft. Wayne was not excepted, when Frederick had to do all the prescription business. In 1852, when he had saved about \$500, he, in partnership with a Mr. Wall, started a drug store at the same place, the style of the firm being Wall & Meyer. The young men were quite successful in business, and in 1857, after having been established five years, Mr. Meyer bought out his partner, Mr. Wall, paying him some \$12,000 for his share of the interest. He then took in partnership his brother William, the same one with whom he came to this country. These two brothers were quite prosperous in their business, and the subject of this sketch being very ambitious, he looked for a larger field to utilize his business capacity.

In 1865 Mr. Meyer came on to St. Louis and established the house of Meyer Brothers & Company as a branch of the Indiana establishment. The business grew as if by magic, fresh fields being entered every month and the business gradually becoming one of the finest wholesale drug establishments in America. In 1866 a New York office was started, and in 1879 an important branch was inaugurated at Kansas City, this being followed by another large branch at Dallas, Texas, in 1887.

In January, 1889, the Richardson Drug Company was burned out, and Mr. Meyer at once seeing an opportunity to consolidate two of the largest drug businesses in the world, made an offer to the Richardson Drug Company, purchased its house and interests and proceeded to incorporate the Meyer Brothers Drug Company, with Mr. C. F. G. Meyer as president, and with a capital stock of \$1,750,000.

The company at once rebuilt on the site of

the Richardson drug house the largest and best equipped drug establishment in the world, an institution which was regarded as one of the most remarkable evidences in existence of western manufacturing and commercial supremacy. Over three hundred persons are employed in the building, and more than a hundred traveling salesmen are kept constantly at work introducing and selling the firm's specialties.

This gigantic institution, whose annual sales exceed five million dollars, is the result of the energy and integrity of its founder. Years ago Mr. Meyer traveled in the interest of his own house, when the journeys had to be made on horseback, under very exhausting and trying conditions. He persisted in personally conducting the business in spite of the advice of his physician and friends, and at about the time when the company was incorporated tired nature gave out and he was found one night unconscious from overwork. His condition was a critical one, but a long trip through Europe with visits to the scenes of his childhood resulted in complete restoration of health, and Mr. Meyer returned to this city.

His life has been one long example to the young in every respect. His success in business has already been recorded, and it only remains to be added that in private life he has shown the same admirable qualities. A careful reader, Mr. Meyer has studied social problems of every character and has familiarized himself with the history and present condition of the different European countries. He is also quite literary in his tastes, and established a successful German newspaper at Ft. Wayne. There are now several druggists' trade journals, but the first of these was established by the subject of this sketch, who edited the very useful monthly himself for several years, but owing to pressure of other duties finally relinquished the editorial chair to Dr. Whelpley.

In politics Mr. Meyer was formerly a Whig, and he has been connected with the Republican party since its organization. He is, however, too large-hearted a man to be a partisan politician, and he regards impending legislation



from a platform of sound justice and common sense.

Mr. Meyer has raised a large family, seven sons and two daughters, four of his sons being connected with the house, and one at Ft. Wayne. In his domestic relations he is very happy, having a most amiable wife and an excellent mother for his children.

In his religious views he is a Lutheran. His habits and character without a blemish.

TURNER, JOHN W.—An epoch in the progress of modern St. Louis was marked when General John W. Turner, laying aside the sword and uniform of the soldier, put on civilian dress and identified himself with the business interests of the city. The handiwork of one man seldom appears so plainly in the improvement of a city as does his in the growth of St. Louis, and no biographer, knowing the part he has taken in the development of the city, could conscientiously write of it without expressing at the very outset something of the gratitude and regard its people feel for him.

The war character of John Wesley Turner was moulded in the West, although he was born near Saratoga, New York, July 18, 1833. His father, John B. Turner, was a contractor engaged in railway and canal building in the East. His mother was Miss Martha Voluntine before her marriage. The boy was educated in a private school until he was ten years old, and the family moved to Chicago in 1843, where he continued his studies in a private school eight years longer. At eighteen, desiring a military career, he was sent to West Point, and four years later, standing eighth in his class, he was graduated and promoted to brevet second lieutenant of artillery. This brevet was dated July 1, 1855. From that day until September 1, 1866, eleven years and two months, he lived in the field and the fort, helping to make the history of his country. His brevets during this time show the excellence of his military service. He got his brevet of major September 6, 1863, for gallantry at the siege of Fort Wagner.

Less than a year after that, he was brevetted

lieutenant-colonel, on July 30, 1864, for conspicuous bravery in the battle that followed the explosion of the mine at Petersburg, Virginia. October 1, 1864, he was again signaled out for brevet to the rank of major-general United States Volunteers, "for gallant and meritorious service in the campaign of 1864 on several occasions before the enemy." March 13, 1865, he was honored by three more brevets. One was to the rank of colonel, "for gallantry and meritorious service at the capture of Fort Gregg, Virginia."

Another made him a brigadier-general, "for faithful and meritorious services during the rebellion." The third raised him to the rank of a major-general United States army, "for gallant and meritorious services in the field during the rebellion." These were some of the rewards. Now, see what the deeds were. On leaving West Point, the young lieutenant was sent on frontier duty to Fort Dallas, Oregon, and was ordered from there to fight the Seminole Indians in Florida, receiving his commission about the same time. For three years he was engaged in that warfare, with intervals of garrison duty at Key West and in Barrancas Barrades. The service in Barrades was irksome and unwholesome, the campaigning in the Florida swamps perilous and with little chance for distinction, but the discipline was salutary and made of the young officer the soldier he afterwards proved to be.

When the Florida hostilities ceased, and Lieutenant Turner was ordered to Fort Adams, Rhode Island, he was ready for any duty that might fall in his way, and equipped with the skill to acquit himself of it with credit. At the beginning of the civil war, when twenty-eight years old, he was a first lieutenant of the First Artillery, and was in the artillery school there. He was made chief of commissariat of the army in Western Missouri, then of the Department of Kansas, then of the Department of the South, and of the Department of the Gulf, and till November, 1863, he was ordered about rapidly over the vast field of the several campaigns. In that time he was in several important engage-

ments. He was in command of a breaching battery at the reduction of Fort Pulaski, and commanded artillery at the siege of Fort Wagner, as well as during the operations against Fort Sumpter.

In the fall of 1863 he was in command of a division of the Tenth Corps, Army of the James, as brigadier-general, and went through the Richmond campaign of 1864, fighting before Bermuda Hundred, at Drury's Bluff and at the siege of Petersburg. During the latter part of 1864 and the following January he was chief of staff of the Department of North Carolina and Virginia, and subsequently of the Army of the James. Commanding an independent division, Major-General Turner participated in the capture of Petersburg, April 2, 1865, and the pursuit of the rebel army, which ended in the surrender of Lee at Appomattox Court House, April 9, 1865. In 1866 General Turner was ordered to St. Louis and made purchasing agent and depot commissary, having been mustered out of the volunteer service September 1st, of that year. He resigned from the army in 1871.

The citizens of Richmond, Virginia, of which capital General Turner was in command after its fall, remembered his military rule with the liveliest feelings of respect. He found chaos reigning when he took charge. The city was in ruins. Half of its houses had been burned or demolished by shells. There was no gas, no water, no police, and pillage was unrestrained. The General took matters with a firm hand. He organized a police force from the ranks of his own soldiers, giving these patrolmen fifty cents a day over their pay; he started up the gas works again, putting in his own men to manage them, and established a court and a local government.

Under his administration the city's affairs were managed as they were in no other captive town in the South during that troubled time. Crime was prevented and criminals punished. The sentences were so just that not a single one of the men sent to prison during that time were rescued by a habeas corpus appeal. All of them served their sentences. His control of the city

was a military rule, necessarily rigid, but with not a single feature of the despotism which in so many other parts of the South increased the rancor felt by the vanquished people towards their conquerer. Perhaps this is why Richmond before any other southern city first recuperated from the effects of the war.

General Turner went into active business life as soon as he left the army. He became president of the Bogy Lead Mining Company, and was devoting most of his time to its affairs, when in 1877 Mayor Henry Overstolz asked him if he would accept the office of street commissioner. At that time the streets of St. Louis were an appalling spectacle, half of them macadam and the rest mud. He took the office with the single purpose of giving the city a system of good streets. He held his office for eleven years and carried out his intention. His plan of street construction was fought bitterly at first, on account of the cost it entailed on tax-payers, and during the first year of his administration the air of the City Hall rang with remonstrances and threats of political vengeance. A weaker man than General Turner would have abandoned the scheme entirely, but he was not made of that stuff. Supported by a board of public improvements whose members had the fullest confidence in his integrity and entire reliance on his judgment, he marked off street after street for reconstruction and pushed the bills through the Assembly by sheer force of an indomitable will and untiring persistence.

Street railways extended their lines as the streets were improved, adopting cable and electricity instead of horses, and helping the city to spread out; great edifices began to go up on the reconstructed streets, and travelers talked of the pavements of St. Louis. In 1888, having been kept in office by one mayor after another, and each succeeding Council, he had not only built the Grand avenue bridge, and changed fifty miles of streets from dirt to solid granite and smooth asphalt and wood, but had worked a complete revolution in the public opinion of him and its ideas, and had made stout supporters and the warmest admirers of the very men



Geo. H. Dwyer





who had at first violently antagonized his improvement plans. Then he felt that he could allow the work to be carried on by other hands; he resigned in the middle of his last term, and at once actively re-entered business life.

He is now the president and manager of the St. Joseph Gas Works, a director of the Wiggins Ferry Company, a director of the American Exchange Bank, a director of the Ice and Cold Storage Company, which operates in St. Louis and East St. Louis. He is a director of the St. Louis Mechanical and Agricultural Company, a comrade of Ransom Post, Grand Army of the Republic, and a member of the Loyal Legion, composed of officers of the army.

General Turner's domestic life has been an ideal one. He married in September, 1869, Miss Blanche Soulard, of St. Louis, a representative of one of the oldest French families in the city. Her grandfather was General Cerre, who was surveyor-general under the French government when Missouri was a part of the Territory of Louisiana. The couple have seven children, and live on Garrison avenue.

GIBSON, SIR CHARLES, was born in Montgomery county, Virginia, in the year 1825. His father, Captain Hugh Gibson, was a member of one of the oldest and best families of Southwest Virginia. His mother was formerly Miss Elizabeth B. Rutledge, also of distinguished descent, being a member of the well-known South Carolina Rutledge family. When the boy, who has since grown into such splendid manhood, was about eleven years of age, his father located in Western Missouri. At that time there were very poor educational facilities in that portion of the State, but Charles was not of a disposition to be discouraged by trifles. He studied most earnestly and finally became a student at Missouri University, supplementing his training with prolonged reading in modern languages and in scientific works, until he became, in spite of the drawbacks against which he had to contend, one of the best informed men of the day. This reputation he has maintained through life, and now, at the age of sixty-nine years, he is

regarded as an authority on national and international law and many other difficult and abstract matters.

In 1843 young Mr. Gibson came to St. Louis and for some years studied law under the Honorable Edward Bates and also with Mr. Josiah Spaulding. A year later he made his political debut, and it is interesting to record that it is just half a century ago that he made those able speeches in behalf of Henry Clay which won so many votes for that gentleman. Four years later he took the field on behalf of General Taylor, and in 1852 he was an elector-at-large for the State of Missouri on the Whig ticket.

In 1856 Mr. Gibson became known as "an old line Whig," on account of his adherence to the principles for which he had fought. It was mainly at his suggestion and through his efforts that the name of his friend and preceptor, Honorable Edward Bates, was brought forward in 1860 as a candidate for the Presidency. When the war broke out Mr. Gibson, without hesitation, advocated the cause of the Union, coalescing with such men as Hamilton R. Gamble, Frank P. Blair and B. Gratz Brown.

When the Legislature of Missouri in January, 1861, called the State convention in the interest of secession, Mr. Gibson issued a call to the Union men of St. Louis, writing a most able address, which was converted into a call for a mass-meeting.

At the meeting, a committee of twenty-five well-known citizens, with Mr. Gibson as chairman, was appointed to select a Union ticket, and it is a matter of history that the vigorous action of the St. Louis delegates resulted in saving the State from the disastrous effects of secession. As a leader of the Union party in St. Louis, Mr. Gibson made a series of most powerful speeches, and it is admitted that no man in the State did more to save Missouri to the Union than he. Although averse to accepting public office at the time, Mr. Gibson was called upon as a matter of patriotic duty to accept the office of solicitor of the Court of Claims, and became agent for the State government of Missouri at Washington during the war. Greatly to his

credit he established a precedent which, unfortunately, has not been freely followed, for he declined accepting a single dollar for his four years' arduous work at the national capital.

In the spring of 1861 a grave emergency arose. There were 23,000 rifles in the St. Louis Arsenal, and there was great danger of those weapons being secured by the Confederate troops. Such men as Gibson, Lyon and Blair were mainly instrumental in preserving these engines of death for the Union forces, and General Sherman and others have spoken repeatedly of the service thus rendered, not only to the State, but also the Union. Mr. Gibson's letter of April 22, 1861, addressed to the Honorable Edward Bates, is preserved as a national document, and will keep Mr. Gibson's name before the people of the country for generations to come. So important was the action taken by Mr. Gibson that on one occasion, in regard to these rifles, he found it necessary to oppose the wishes of Secretary Cameron, and President Lincoln on inquiry supported the St. Louis representative and thus prevented the loss which appeared imminent.

At the convention of 1864, at Baltimore, Mr. Gibson resigned his office and supported General McClellan for the Presidency. In 1868 he supported President Johnson in his contest in Congress, and in 1870 he joined forces with the movement in Missouri which resulted in the election of Governor Brown and prepared the way for the repeal of the Drake Constitution. In 1872 he supported Horace Greeley, and four years later took the field on behalf of Governor Tilden. During the lengthy contest which followed the election, he represented the Democratic National Committee in Louisiana and Florida, in the interest of a fair count. His course of action in Florida was highly commended by members of all parties, and the speech delivered by him at Hillsboro, Indiana, on October 7, 1880, may be regarded as one of the most eloquent addresses on the celebrated election difficulties ever delivered. In the course of this speech he said:

"In this way the canvass was delayed until the

night of December 5th. By act of Congress the vote had to be given next day. At dusk a large force of United States regulars were marched up and surrounded the State House, built their camp-fires and bivouacked for the night. I have seen many great and gloomy sights, but nothing I ever saw made so profound an impression on me as the glare of those camp-fires around the capitol. I knew that citizens had ridden through swamps and rain, in some instances forty-five miles, to deposit their ballots in those boxes. I knew those boxes contained treasures more valuable to the people of the United States than all the gold of California, more precious than all the crowned jewels of Europe, and I knew that those two canvassers—worse than burglars, and safe in the midst of the troops—would rob the people of Florida of their liberties and all the people of the United States of their rights. The dark deed, the darkest and foulest in the annals of American history, was done at midnight. McLin and Cowgill, in their answer to the subsequent case in the Supreme Court, confessed that the canvass was completed and ended in the early morning. At the hour of 1:30 of December 6, 1876, the certificates were made out and given to the electors—who cast and sealed up their vote and delivered them before breakfast-time to one of their number, a colored felon, named Pierce, whom Stearns himself had pardoned out of penitentiary, and they were carried by this fit representative of the carpet-bag government of Florida to Washington. McLin afterwards became dissatisfied with his part of the stolen offices, confessed the fraud in writing, and died."

In 1880 Mr. Gibson worked for General Hancock, an old personal friend, and in 1884 he did yeoman service for Grover Cleveland in the State of Indiana.

So much for the political career of a man who has been identified with almost all the important national elections of the last half century. As a lawyer, his history has been equally eventful. In 1849 he was junior counsel for the defense in the celebrated City Hotel murder case, and in 1851 he was sole counsel in a most important case





Yours Sincerely,  
Chas. W. Gibson



brought by the King of Prussia, from whom he received two magnificent vases of exceptional height and value. On December 16, 1882, Mr. Gibson was made Commander of Knights in Austria, by the Emperor, who decorated him with his own Order of Francis Joseph, and, contrary to precedent, issued an edict that the decoration should descend as an heirloom. In 1882, Emperor William decorated Mr. Gibson with the Commander's Cross of the Royal Prussian Crown Order, and in 1890 he was decorated with the Grand Cross.

In the last named year Sir Charles Gibson, as his title then was and now is, visited Europe where he and Lady Gibson were feted by Count Von Munster, Prince Bismarck and other diplomatic and royal personages. Notwithstanding his foreign decoration and international reputation, Sir Charles Gibson may be spoken of as one of the best reformers in St. Louis. For twenty-five years he was commissioner of Lafayette Park, and he is the author of the acts of the Legislature which resulted in the establishment of Forest Park. He also drafted the act establishing the Land Court in St. Louis, and among his other prominent services for the city may be mentioned the prominent part he took in the arrangements for the rebuilding of the Southern Hotel.

Mr. Gibson married in 1851 Miss Virginia Gamble, daughter of Archibald Gamble, one of the best-known old St. Louisans. He has had eight children, of whom the oldest died after graduating at West Point and entering the United States army. The other children are all living. Sir Charles Gibson is strictly a man of the people, and is often spoken of as a typical old Virginian. He has amassed a considerable fortune in the course of his career, but has maintained a reputation for honesty and uprightness second to that of no man in the country.

GAUSS, CHARLES F., son of Charles W. and Louisa (Fallenstein) Gauss, was born in St. Charles county, Missouri, May 30, 1838. Mr. Charles W. Gauss was a native of Germany, and had emigrated to America in 1837. Charles

received a district school education, and at the age of seventeen came to St. Louis and, having taken a course of instruction at Jones' Commercial College, secured a position as errand-boy with the old firm of Crow, McCreery & Company, dry goods merchants. After fifteen months he was appointed shipping clerk in his father's shoe house, and subsequently went on the road as traveling salesman, a position he filled in a highly satisfactory manner.

Four years later, in 1860, Mr. Gauss associated himself with Messrs. Krause and Hunicke, and established the firm of which he is still the head. In 1863 Mr. Krause retired from the firm, and the name was changed to Gauss, Hunicke & Company. For twenty-three years this name was on the lips of every hat dealer in the West, and in 1886 Mr. Hunicke retired and, Mr. Shelton having been previously admitted to the firm, the company was incorporated under the name of the Gauss-Shelton Hat Company; Mr. Gauss was made president, a position he continues to fill with marked ability.

Mr. Gauss is a member of the Church of the Messiah, and is prominent in much of the work carried on under its auspices. He is also on the board of directors of the National Bank of the Republic and the American Central Insurance Company. He stands very high in commercial circles, and no list of the solid men of St. Louis would be complete without his name.

He married in 1860 Miss Lammanaux, and has five daughters, all of whom are living, and four of whom are married. His wife died in 1875, and in 1889 Mr. Gauss married a second time, his bride being Miss Ida Smith, of St. Louis county.

It is interesting to record that Mr. Gauss is named after his grandfather, Mr. Charles F. Gauss, who was the first to apply the principles of telegraphy. This gentleman was a member of the Goettingen University of Germany, and a highly talented scientist, mathematician and astrologer.

There stands in a public park in the city of Brunswick, Germany, a monument to the memory and good works of Carl F. Gauss. Mr.



Gauss is a gentleman of lenient but conservative dealings, and he practices that true philanthropy which is felt but seldom heard of or heralded to the world. Many institutions in our midst are in a position to re-echo this statement from substantial surprises received at Christmastide.

RICHARDSON, J. CLIFFORD, son of James and Laura (Clifford) Richardson, was born in Pittsburgh, Pennsylvania, April 15, 1849. Both his father and mother came of old Puritan families of New England, and Mr. Richardson inherits all those qualities of industry and straightforwardness which were conspicuous in the lives of the original settlers of this country. He is a direct descendant, in the ninth generation, of Ezekiel Richardson, who was a member of the celebrated Winthrop Colony which left the south of England in 1630 and landed in Boston the same year. Ezekiel Richardson was one of the founders and incorporators of the town of Woburn, Massachusetts.

Young Mr. Richardson attended school in Pittsburgh for two or three years, but when he was only eight years old his parents came out west and located in St. Louis, sending their son first to the public schools, and then to Washington University, from which institution he graduated. He then obtained a position as a clerk in the wholesale drug house of Richardson & Company, of this city. His business habits and promptness soon brought him to the front, and he became manager of the concern. Shortly afterwards he organized the Richardson Drug Company, of which he was from the first the guiding spirit. Largely owing to his personal efforts the new company increased the scope of its operations so rapidly that it soon took front rank, and eventually became the largest wholesale drug house in the world.

New Year's day, 1889, was made memorable in the annals of St. Louis by the destruction of the Richardson drug house by fire. After the work of adjusting the insurance and paying the losses was completed, Mr. Richardson found his health so impaired that he took a long vacation,

during which he visited several points of interest in Europe. After his return he resumed attending to his numerous business interests, and then organized a national bank, which, for reasons the reader will readily understand, he christened the Chemical National Bank. This institution promptly elected Mr. Richardson as president, and his high standing in the community attracted so much attention that from the very first it did a profitable business. The bank opened its first account in June, 1891, in its handsome offices in the Oriel Building, and within six months its depositors numbered over a thousand. It made a specialty of ladies' accounts, and has probably a larger clientage among the fair sex than any two of the old established banks in the city.

Mr. Richardson's associates among the directors and stockholders include such prominent business men as Dr. J. J. Lawrence, editor of *Medical Brief*, and one of the largest real estate owners in the city; Edward Mallinckrodt, of the Mallinckrodt Chemical Works; J. J. Broderick, of the Broderick & Bascom Rope Company; Francis Kuhn, of the late Anthony & Kuhn Brewery Company; Estill McHenry, executor of the James B. Eads estate; John B. Case, of the N. O. Nelson Manufacturing Company; F. A. Bensberg, of F. A. Bensberg & Company; A. O. Rule, of McCormick-Kilgen-Rule Company; Claude Kilpatrick, of Rutledge & Kilpatrick, real estate agents; Oscar L. Whitelaw, of Whitelaw Brothers; James A. Daughaday, of the late Brown, Daughaday & Company; and John D. Winn, president Lambert Pharmacal Company.

Although Mr. Richardson devotes a great deal of time to the business of the Chemical Bank, he has other interests of great importance. Although the Richardson Drug Company has not been in business in St. Louis since the great fire, it carries on operations at Omaha, Nebraska, and its incorporator is still its president and the owner of the controlling interest. He is also president of the Rio Chemical Company and the Richardson-Taylor Medicine Company, a director in the Missouri Electric Light and



*W. Richardson*





Power Company, the Central Trust Company, and other important corporations, as well as a large stockholder in the Trommer Extract and Malt Company, of Freemont, Ohio.

Thus it will be seen that although Mr. Richardson is but forty-five years of age he has achieved more than most men are able to accomplish in a life-time, and as he is in enjoyment of vigorous health and remarkable energy, there would appear to be no limit to the possibilities of his future. He is of a very genial disposition, kind and courteous to all, and one of the most popular men in the city, although he never puts himself forward in any way and has never been known to seek office or preferment of any kind. Success has come to him not by chance, but in consequence of persistent effort, and every one agrees that he is thoroughly entitled to all he has obtained. He resides in a handsome residence on the corner of Morgan street and Garrison avenue, and is the father of two children, both of whom are dead.

HUMPHREY, FRANK WATERMAN, although not connected with the earlier history of St. Louis, is as a founder of a business which is the leading enterprise of its kind in the city, and an active promoter of the city's welfare, is well entitled to have his name prominently inscribed among the many other enterprising citizens who, by their industry, wealth and sagacity, have contributed to build up the commercial prosperity of the metropolis. Any one who, like Mr. Humphrey, has raised himself to a proud commercial position as the head of an important line of trade in a great city, and has attained such an eminent commercial success, has a biography both worth writing and reading, and is himself an example worthy of emulation by the young man who desires to succeed to business.

It is claimed that St. Louis is a southern city, but it is a fact that a great many of the men who, by their strength of character and ability, have been accorded to places of leaders and have figured as such in the history of the city are of New England origin. In fact, a great many such men, in proportion to their numbers, have

reached high positions in the city's professional and commercial life, and among those who have attained such success, the subject of our sketch must be rated.

Mr. Humphrey bears a name that has been prominent in the history of Massachusetts since 1635, at about which time Jonas Humphrey left his native town of Wendover, England, to seek fortune and liberty in a land that had been known to the civilized world scarcely a century and a half. From a book written by Fred. K. Humphrey, M.D., called "the Humphrey Family in America," the names and history of the family can be brought down to the present day. In it there are found Mr. F. W. Humphrey's male ancestors, with the date and place of their birth, were. Jonas was born in Wendover, Bucks, England, 1620; Jonas, born in Weymouth, Massachusetts, 1655; Jonas, born in Weymouth, 1684; Samuel, born in Weymouth, 1728; James, born in Weymouth, 1754; Ebenezer, born in Weymouth, 1781; Albert, born in Weymouth, 1810; Frank Waterman, the subject of this sketch, born in Weymouth, June, 1852. It will thus be seen that the Humphrey family has been identified with the history of the above named Massachusetts town for over a hundred years. His mother's name before her marriage was Elizabeth, and on this side of the house Mr. Humphrey is connected with a very old Massachusetts family.

Young Frank received his education in Boston, a city long-celebrated for her schools and colleges and the learning of her people. Most of his education was acquired at Channing Hall School. Completing his school-life and leaving his books when he was sixteen years of age, he then began to look about for employment, and succeeded in obtaining a position as clerk in the wool commission house of J. C. Howe & Company, a place obtained only after considerable effort, as this house was the oldest and richest and most responsible in its line in Boston. After a period of a year and a half spent in this situation he accepted a place in the wholesale clothing house of Beard, Moulton & Company, and in that line of trade he has continually been engaged ever

since. He entered the house as a stock-boy and was gradually promoted through every stage of the business, until when he resigned his place early in 1873; he was a salesman, and considered the most valuable and proficient one connected with the house.

Although he held an excellent position, his ambition would not allow him to rest contented, and actuated by that desire to better his condition without which no man succeeds, he convinced himself that the new and growing West was the section for the young man who was energetic and ambitious, and this was his reason for giving up his place with the Boston house. He reached St. Louis in the above named year, and, being favorably impressed with the city, soon opened the retail clothing store at site now occupied by the business. The trade of the house has increased from the day it opened, and the expansion of the business has been steady. Mr. Humphrey conducted the business alone, until 1884, when William M. Tamblyn was made a partner, and the style of the firm changed to F. W. Humphrey & Company. The house to-day stands at the head of the retail clothing houses of St. Louis, occupies two floors, 100x110 feet in area, and employs about 100 assistants.

On August 20, 1873, about one month before Mr. Humphrey inaugurated the business at present presided over by him, he was married to Miss Emma Henrietta, daughter of John M. and Catherine Walsh. She was born at South Britain, Massachusetts, July 1, 1851. Their married life has been blessed with four children, one of whom, Albert, born in St. Louis, February 25, 1876, is dead. The others are Frank Hackett, who was born in St. Louis, July 27, 1877; Brighton Walsh, born at Coney Island, New York, July 30, 1879; and Adele, who was born in St. Louis, October 14, 1882.

Mr. Humphrey is a man of a quick and receptive mind, and has therefore profited to the fullest by his long experience in the clothing trade, and is regarded by men engaged in that business as an expert whose judgment in matters pertaining to clothing is second to that of

no one. He is a man of great activity and earnestness, and every scheme he undertakes he pushes to some conclusion, thus showing also that great determination is one of his active principles. He is a citizen of marked public spirit, and in every enterprise concerning the promotion of the city's welfare he is always ready to assist in a manner so material as to make his influence felt. In the private walks of life he is genial and sociable, possessing qualities that have endeared him to a wide circle of friends and acquaintances. He is now in the strength of manhood and the full tide of business success, while before him lies a future both bright and promising.

YEATMAN, JAMES E.—Among the men who have on every possible occasion identified themselves with charitable and philanthropic work in St. Louis, no one is more deserving of credit than Mr. James E. Yeatman. For more than half a century he has been a resident of St. Louis, and during that period he has never allowed his own personal interests to interfere with the noble work of relieving the suffering and aiding the deserving poor. He has had countless opportunities of accumulating wealth, but has never taken advantage of them, deriving more pleasure from doing good to others more in need than himself.

He was born in Bedford county, Tennessee, August 27, 1818, of well-to-do parents, who gave him an excellent education. His earliest work was in an iron foundry at Cumberland, Tennessee, and in 1842 he came to St. Louis and opened a branch for a Nashville iron house. In 1850 he entered the commission business, and in the same year he assisted in establishing the Merchants' Bank, whose name was subsequently changed to the Merchants' National Bank. Ten years later he retired from the commission business and became president of the bank he had helped to form. He also acted as the first president of the Mercantile Library Institution, helped establish Bellefontaine cemetery, and was first president of the Blind Asylum. His work in connection with Washington University in its earli-



*J. H. Humphrey.*





est days was invaluable, and so was his service in securing the construction of the Ohio & Mississippi railway.

A well-known local writer, speaking of Mr. Yeatman's works of charity and labors of love, says:

"Throughout the trying period preceding and during the civil war, Mr. Yeatman was a strenuous supporter of the Union, but labored earnestly for peace and reconciliation. His mother's second husband was John Bell, of Tennessee, the candidate for President of the United States on the Union ticket in 1860, and Mr. Yeatman belonged to the Union school in politics. When war could no longer be avoided he strove to avert its horrors from Missouri, and was deputed by some of the most loyal and honored citizens of St. Louis to accompany Hon. H. R. Gamble to Washington, to lay the situation in Missouri before President Lincoln. General Harney was then in command of the Department of the West, and his policy was the subject of much contention before the President. Messrs. Yeatman and Gamble were firmly persuaded that it was the only one that would lead to a peaceful solution of the problem, but they failed to impress Mr. Lincoln with this view, and General Harney was soon removed, and the vigorous counsels of Frank P. Blair's party adopted by the Government. Mr. Gamble, subsequently as provisional governor, served the State and the country through a period of unexampled difficulties with great ability, while Mr. Yeatman performed the most arduous and self-sacrificing labor in connection with the Western Sanitary Commission, which was called into existence by General Fremont in September, 1861, in order to mitigate the horrors of the war then actually in progress in Missouri, as well as in the more Southern States. As previously stated, Mr. Yeatman was president of the commission, and is universally conceded to have been its guiding spirit throughout the war.

"Indeed, from the very moment of his acceptance of this delicate and sacred trust he put business and home and friends behind him and con-

secrated himself, in the true sacrificial spirit, entirely to the noble work of relieving distress and misery. His task was dual in its character, for he was called upon to systematize the impulsive, disorderly and uninformed sympathies and efforts of the loyal people of the West, and then to make effective, with the least waste of time, labor and money, the agencies employed for the relief and care of sick and wounded soldiers. In this great emergency Mr. Yeatman exhibited a capacity and aptitude for organization on a large scale scarcely equaled, and certainly never exceeded, in the history of the country. His duties led him all over the war-stricken regions of the Southwest, wherever men were suffering or likely to suffer and to need relief. Like Howard, he must look with his own eyes on the misery he was charged to relieve; and it has been well said that 'the hostile armies were filled with a new feeling—that of tenderness—as they beheld his unselfish efforts.'"

The commission established hospital steamers, founded soldiers' homes and homes for their children, and took the earliest steps to relieve the freedmen, whom they promptly recognized as the "wards of the nation." They sent them teachers, nurses, and physicians, and the labors of the commission in connection with the freedmen during 1864-65 were quite as arduous to Mr. Yeatman and his associates as were those during some of the periods in which the great battles of the war had been fought. The Freedmen's Bureau was organized on the plan devised by Mr. Yeatman, who, once a holder of slaves, now became a benefactor of the negro race. His report to the Western Sanitary Commission favoring the leasing of abandoned plantations to freedmen was declared by the *North American Review* (April, 1864) to contain in a single page "the final and absolute solution of the cotton and negro questions." Mr. Yeatman's report was so favorable that he was sent to Washington to lay his views before the Government. The President was greatly impressed, and urged him to accompany a Government officer to Vicksburg to put them into effect. This Mr. Yeatman did, although he declined an

official appointment in that connection. When the Freedmen's Bureau was instituted, President Lincoln offered him the commissionership, but he declined, disliking, possibly, the semi-military features of the establishment. Its main features, however, he heartily approved.

The Sanitary Commission disbursed seven hundred and seventy-one thousand dollars, and distributed over three and a half million dollars' worth of goods. It was brought into very close relations with the military authorities, yet its affairs were managed so discreetly that all the generals in the field—Grant, Sherman, Fremont, Halleck, Curtis, Schofield and Rosecrans—were on the most friendly and confidential terms with its agents, and did their utmost, by means of military orders and the exercise of their personal influence, to advance the humane work. When it is considered that the history of war afforded no precedent for sanitary work among the soldiers on so large a scale, the magnitude of the labor of the commission and the splendor of its success are the more conspicuous.

TANSEY, ROBERT P., is a native of that bright little island where everything flourishes save "the sons of the soil." The story of their successes in life is generally to be read in other lands where men have room to grow. Mr. Tansey was born in 1833, in Glenarm, in the county of Antrim, Ireland, a lovely and picturesque little spot on the sea-coast, only distant a few hours' drive from the Giant's Causeway, where "mist-covered hills" and "surges grand" combine to wake the spirit of poetry in the people.

In 1847, when fourteen years of age, he left school in Belfast and emigrated alone to the United States, arriving at New Orleans in the good ship *Independence*, after a stormy passage of sixty-three days. Soon after arriving at New Orleans the young emigrant was employed at Baton Rouge, Louisiana, as student, operator and repairer of lines on the Louisville and New Orleans telegraph lines.

When Baton Rouge became the capital of the State, a new hotel, called the "Harney House," was opened by Col. L. A. Pratt, and young

Tansey was chosen its book-keeper and clerk. After a year spent in this service the ambitious youth decided to try his fortune in the West, and came to St. Louis, finally landing in Alton, Illinois, where he studied law for two years with Edward Keating, then one of the ablest lawyers in Southern Illinois.

Mr. Keating, becoming connected with the Alton & Sangamon Railroad (now the Chicago & Alton line) as financial agent, and subsequently general manager, appointed Mr. Tansey pay-master of the company before he was twenty years of age. He held this office for several years and was afterward general agent of the line at Springfield, Illinois, and at Alton.

In 1860 he took a year off from railroad employment to re-establish the *Alton National Democrat*, a daily and weekly newspaper, the office of which, with all its equipment of presses and type, had been totally destroyed a short time previously by a cyclone. During the heated presidential campaign of that year the *Democrat*, of which Mr. Tansey was sole owner and editor, gave Judge Douglas and the Democratic ticket a warm and earnest support.

Resuming his railroad employment in 1862, Mr. Tansey was appointed general freight agent of the Chicago & Alton Railroad, with headquarters in Chicago, before he had attained the age of thirty years. From this position he retired in the fall of 1863, and came to St. Louis as a member of the firm of Mitchell, Miltenberger & Tansey, which afterward was incorporated as the East St. Louis Transfer Company, and became, by purchase, the owners of the Madison County Ferry Company and its properties, operating the ferry between Venice and St. Louis.

Here the first transfer of car load freights was made at St. Louis by the Madison County Ferry Company, of which John J. Mitchell was president and R. P. Tansey, manager. Messrs. Mitchell & Tansey built the Venice grain elevator, and this, with the facilities afforded by their car transfer boats, aided largely in the impetus given the bulk grain business of St. Louis in the early seventies.





*A. P. Farney*



The social side of Mr. Tansey's nature is illustrated by his connection with nearly all the clubs in this city. He is also a member and ex-president of the Knights of St. Patrick. While never aspiring to political position, he consented, reluctantly, to an election to the City Council of St. Louis, after the adoption of the Scheme and Charter, an office which he held for four years. He has been for thirty years a member of the Merchants' Exchange of this city, and has served that body on all its committees, and as director, vice-president and president of the Exchange, to which last office he was unanimously elected in 1871.

Coming to his domestic life, we find Mr. Tansey was married in 1854 to Miss Maria Mangum, in Alton, Illinois, where his good mother and one sister still reside—the former, at the age of four-score years, is still in excellent health. His father died in 1844. During the forty years of their life, Mr. and Mrs. Tansey were blessed with five children, two of whom, Robert and Douglas, are dead. One daughter, Mary, and two sons, George Judd and Bernard Morrison, still survive, the two latter in this city, while Mr. Tansey at present makes his home on a farm near Springfield, the charming capital of Illinois.

He has not, however, severed his business connection with St. Louis. He is at present identified with several business interests here, being president and director of the St. Louis Transfer Company and a director of the United

Elevator Company and of the Wiggins Ferry Company.

BANNERMAN, JAMES, of whom an excellent picture appears on this page, is a Canadian by birth, but is a thorough St. Louis man, having lived here the greater part of his life. He is not only a very successful business man, but has also identified himself with so many enterprises of a public character that his life seems almost to belong to his fellow-citizens, and he

is one of those men concerning whom it is impossible to avoid the expression of surprise as to how he can find any spare time at all to devote to his important business interests. Mr. Bannerman is known as an earnest Democrat, and his influence in his party is very great. His service to the city as speaker of the House of Delegates proved his sterling worth, and the stern manner in which he rebuked anything that he regarded in the nature of an irregularity or a



JAMES BANNERMAN.

breach of trust made him regarded as exceptionally eligible for the office of mayor.

Early in 1893 he was nominated by the Democratic party for this office, and received the support of the independent, or purity in politics, party. That he was not elected was simply due to the fact that the city went Republican from top to bottom of the ticket, and although defeated, Mr. Bannerman was by no means disgraced.

Mr. Bannerman is a member of the firm of Meyer-Bannerman & Company, one of the largest saddlery houses in the world, its career dat-



ing from the close of the war. The firm occupies the entire structure 616-618 North Sixth street, seven stories in height, with a floor area of more than seven thousand square feet on each story. Three hundred men are employed in the factory, and the trade extends throughout the entire West, Southwest and South. The house has done a great deal to make and maintain the reputation of St. Louis as the best saddlery and harness market in the world.

NICHOLSON, PETER, one of the leading high-class and fancy grocers in the country, is about sixty years of age, having been born in the village of Fowlis Wester, Perth county, Scotland, March 24, 1834. He was well educated in the excellent schools near his home, and came to America in 1852, having first served a full apprenticeship to the grocery business in the second largest city of the British Empire, and being thoroughly competent to persevere in the calling of his choice.

His uncle, Mr. David Nicholson, had already established his reputation as a dealer in fine groceries, wines and cigars in St. Louis, and the young man immediately became connected with this house. His first position was that of clerk, but he gave to the details of the work the attention which his family interest naturally demanded, and as he grew in years the business also increased until it assumed the gigantic proportions which it now holds.

In 1856 Mr. Peter Nicholson's valuable work was recognized and he was taken into the firm. Since that time he has been active in its management and is now its head. For forty years he has given his undivided attention to the business of his choice and has acquired a reputation in it which extends into every State and Territory in the Union. For many years the establishment had its home on Sixth street, just south of Chestnut street, and was one of the local landmarks. It was burned out in the year 1891, but convenient premises were secured on the same street a little further north, and there was but a slight interference with business.

Mr. Nicholson has since erected a most suit-

able building for his business on Broadway, between Pine and Olive, known as Nos. 208, 210, 212 North Broadway. As Peter Nicholson & Sons, the house is transacting a high-class wholesale and retail grocery business second to none in the West, and second to few, if any, in the United States. The name of Nicholson is known in nearly every State of the Union, and there are many high grades of groceries which are handled exclusively by the firm, which does not transact any business at all in low-priced or inferior goods.

It can easily be understood that it is not only as a grocer that Mr. Nicholson is known to the people of St. Louis and of the State of Missouri. The remarkable business qualifications which have enabled him to achieve such unique success has attracted the attention of the stockholders in numerous corporations, and it has been with difficulty that Mr. Nicholson has resisted some of the countless offers which have been made him. In 1875 he became a director in the American Exchange Bank, one of the most substantial financial institutions in the West. Regarding the directorship in the light of an important trust, he was not satisfied with the perfunctory performance of routine duties, but made it his business to watch its interests in every manner possible. In 1878 his sterling worth was recompensed by his election to the presidency of the bank, whose name was changed from its old title named in its charter of 1864 "Union Savings Association" to the one by which it is now known. Under Mr. Nicholson's presidency its business increased with great rapidity and its capital is now half a million dollars. He resigned the presidency in May, 1894, owing to pressure of business.

About ten years ago Mr. Nicholson was prevailed upon to accept a seat on the board of the American Central Insurance Company, of which he is still a director. He was one of the active incorporators of the St. Louis Associated Wholesale Grocers, one of the most valuable trade organizations in the city. Of this he was president for the first and second years, and he is now one of its most prominent directors.



*Wm. Nicholson*





During a visit to Scotland in the year 1857 he married, in Glasgow, Miss Mary Roberts, daughter of Mr. James Roberts of that city. Nine children of this estimable couple survive, their names being David K., James Peter, Helen, Alexander, Mary Elizabeth, Jean, Florence, Gertrude and Alice.

SCUDDER, ELISHA<sup>a</sup> GAGE, is one of the successful wholesale grocers of St. Louis, and the thorough knowledge of the business, which has been one of the main factors by which he has attained this success, has been gained by a life-time of experience in every department of the business. He was born May 17, 1839, in the little sea-coast town of Hyannis, on the eastern coast of Massachusetts. His father, Frederick, and his mother, Cordelia (Gage) Scudder, were both of Puritan stock. Elisha attended school in his native town until he was fifteen years old, and then entered Tripp's

Academy, where he attended the terms for two years, and then took the finishing courses at Pierce Academy, at Middleboro, Massachusetts.

Leaving the academy he began his commercial career by the acceptance in 1857 of a situation in the wholesale grocery house of Emmons, Danforth & Scudder, of Boston. He was employed as a clerk, and the first year received \$100 for his services. He was still at work for this house when the civil war broke out, but in 1862 resigned to enlist in the Forty-fourth Massachusetts Volunteers. He was sent to the

front with the regiment, but only saw nine months' service.

At the end of his term he returned to his home in Massachusetts, but stayed there only a short time, and then went south again to assume charge of a position which had been offered him at Yorktown, Virginia. At Yorktown he was still stationed in the fall of 1864, when he decided to take a western trip, partly for pleasure and partly for the purpose of seeking a location in a newer country. He was very

much impressed with St. Louis, which he rightly concluded was a city with the most brilliant future prospects. On this visit he became acquainted with Mr. Brookmire, a member of the wholesale grocery firm of Joseph Hammill & Company, who finally offered him a position, and he went to work January 1, 1865.

Two years was the term of his service as salesman with this house, which was succeeded by the firm

of Brookmire & Rankin. He was at once put on the road as a salesman by the new firm, and for six years was industriously engaged in extending the firm's business connections. So valuable did he become to the house that he was made one of the partners, and in 1882 the firm name was changed to Brookmire, Rankin & Scudder. This arrangement continued up to January, 1885, upon which date Mr. Scudder withdrew and with W. A. Scudder established the wholesale grocery firm of E. G. Scudder & Brother. This firm was very successful, but



E. G. SCUDDER.

enlarged business facilities were acquired by another change, by which the firm of E. G. Scudder & Brother and the Greeley-Burnham Grocer Company were merged into a corporation known as the Scudder-Gale Grocer Company, May 15, 1893, of which E. G. Scudder is president; A. H. Gale, vice-president; W. A. Scudder, treasurer, and G. G. Whitelaw, secretary.

The firm occupies commodious quarters in the Cupples block, and in size of stock and volume of business is perhaps the leading grocery firm of the Mississippi Valley.

On July 18, 1871, Mr. Scudder was married to Miss Mary Gale, niece of D. B. Gale, a prominent grocer of St. Louis. They have four children—Prentiss Gale, Alice Cordelia, Lucy and E. G., Jr.

SCRUGGS, RICHARD M., has place in the front rank of the mercantile community, and is universally recognized as one of the most eminent in the roll of chief citizens of St. Louis. He is a native of Virginia, born February 10, 1822, in Bedford county, near a town, the county seat, then called Liberty, now Bedford City. His father, Reaves S. Scruggs, was a planter and prominent in public and political life, being a leader of his party in the county and representing it in the Virginia Legislature. His mother was Mildred L. Otey, and the family, on both sides of his parentage, held high and influential social position.

Mr. Scruggs came to St. Louis in the month of March, 1850, and opened the dry goods house which has recently celebrated its forty-fourth anniversary. He was then only in his twenty-seventh year, but he had received thorough business training. It was begun at the age of fifteen, at Lynchburg, as clerk, and there and at Richmond it was continued during ten years. He had rapid promotion and, notwithstanding his youth, he soon became in both establishments confidential clerk and cashier. He left his native State in 1847 to seek his fortune in a new country and in a wider commercial field. His intended destination was New Orleans; but

on his way, during a sojourn at Huntsville, Alabama, visiting a brother and other relatives who were in business there, he was offered and accepted an advantageous position in a branch office of a large New Orleans cotton firm, which he held for two years, when a proposal was made to him by a leading merchant of that city of a partnership in a dry goods business to be established either at Montgomery in that State, Memphis, or St. Louis. Mr. Scruggs visited St. Louis and at once decided in its favor, and commenced his St. Louis business career. It has continued without interruption and with unbroken success, culminating in the founding and headship of the Scruggs, Vandervoort & Barney Dry Goods Company, one of the largest and most reputable dry goods houses in the United States.

Notwithstanding the engrossments of his private business, it is a special distinction of Mr. Scruggs' career that it embraces manifold forms of good citizenship, and he has become known and honored as a public-spirited citizen, broad-minded philanthropist and zealous churchman, as well as successful merchant.

When he came to St. Louis the city had just entered upon its modern history of growth. During his residence the corporate limits have been extended westward from Eighteenth to Eightieth street, and the population has multiplied ten-fold—from fifty to five hundred thousand. Concurrently with this wonderful progress there has been demand for the establishment of the various civic and benevolent institutions of a great city. In that history Mr. Scruggs has been largely identified, and not only in the patronage of his name, but in personal leadership, which is sought and given with unstinted devotion of time and money. There is hardly any such an institution in the city that has not received his benefactions, nor measure for the advancement of the commercial standing of the city, and the promotion of the public welfare, with which his name is not connected. This reputation brings to him more, perhaps, than to any other in the community, a multiplicity and a variety of calls for gratuitous public service

and applications for charitable aid and friendly offices. It is surprising that he can find time for such attention and kindly interest as he gives them; and it is common remark that the city is highly favored in having a man of such unwearied public spirit and such inexhaustible sympathy with the poor and friendless. This makes his leadership irresistible; and it is said he can raise more money for any cause he espouses than any man in St. Louis.

One of the earliest public institutions of the city, and now one of the most notable, is the Mercantile Library Association, of which Mr. Scruggs was a director for many years, its president in 1870 and 1871, and is still a member of its board of trustees, which has the management of its property, valued at half a million of dollars. A like sum is the estimated value of the Mullanphy Emigrant Fund, which is controlled by a board of commissioners appointed by the City Council, and of which he was a member and president of the board continuously for five years, from 1877 to 1882. During seven years, from 1883 to 1890, by appointment of governors of the State, he was president of the Board of Trustees of the Missouri School for the Education of the Blind. His administration marked an era in the history of that institution—its transition from a mere asylum, occupied with the care in food and shelter for that unfortunate class, to a school proper for the blind, with several departments of instruction in letters, music and industrial arts, in which they are trained for self-support and to take positions as intelligent and useful citizens.

He was one of the original promoters of the St. Louis Exposition Association, which has continental fame; and more recently in connection with it, the autumnal festivities, lasting three years and covering the period of the Columbian Exposition, and intended to give the city world-wide repute. From the first, Mr. Scruggs has been the treasurer of the Exposition Association. Its financial success has been phenomenal, the original capital stock being \$500,000 and now free from debt, and having property in various forms aggregating a million

dollars. He was a liberal subscriber to the stock, and his firm headed the subscription to the special fund for the autumnal festivities with the princely sum of \$10,000.

The institution in which Mr. Scruggs is most heartily interested is the St. Louis Provident Association, having for its object the relief of the poor of the city, without distinction of creed, color or nationality. He has been a director for nearly twenty years, and during the past ten years its president. He gives to it large personal supervision, and is an active solicitor of its revenue. Its beneficiaries have numbered fifty thousand families, consisting of one hundred and eighty thousand persons. Of these, during Mr. Scruggs' administration, relief has been given to seventy thousand persons. A more important result of his administration has been the enlargement of its operations, especially in the introduction of industrial methods of relief in various forms, thus avoiding the demoralization of mere alms-giving and helping the poor to help themselves, by which self-respect is preserved.

A most notable institution in contemplation and founded upon the bequest of the late Robert A. Barnes, is a hospital which will bear his name. He was a retired merchant and a millionaire, and his entire estate is devoted to that purpose. The custody of the fund and the management of the hospital are committed to three trustees, of whom Mr. Scruggs is one, and the first named in the will. The hospital is to be under the auspices of the Southern Methodist Church, and his appointment was a recognition of his standing in that church, as well as suggested by personal esteem and confidence.

In no part of his career has Mr. Scruggs been more thoroughly enlisted than as a churchman, having been connected with the Methodist-Episcopal Church, South, for more than twenty years. He has filled, by election, all the lay offices in its organization, and is invariably chosen as a delegate to the Annual Conference, and a lay representative in the General Conference, which is the highest legislative and judicial body in that church, meeting quad-



rennially. He is actively connected with the missionary operations and educational interests of the Conference, and in city evangelization and church extension he is a chief counselor and leader. His zeal is aggressive and untiring, and abounding in labors and liberality. A notable instance and fruit of his zeal is the Cook Avenue Church, where he has his membership. It is largely his creation, raised from a small mission to a large and self-supporting congregation, and the splendid edifice erected at a cost of over \$75,000, more than one-half of which was his personal contribution, and the larger part of the remainder raised by his personal effort and from among personal friends and acquaintances. He is especially devoted to Sunday-school work, in which he has been engaged as superintendent nearly twenty years and conducting both a morning and an afternoon school. He is interested and active in interdenominational Sunday-school organizations and enterprises, and for several years past has been chairman of the Executive Committee of the State Association, which has advanced Missouri to the front rank in the Sunday-school census of the United States.

Though Mr. Scruggs is now in his seventy-second year, with advancing years and the increase of his private business, grown to immense proportions, nevertheless the calls and claims of public service do not decrease, but multiply. He is still responsive to all, and equal to all. His physical vigor is remarkably preserved and his energy is unabated and seems inexhaustible. Verbal characterization is largely unmeaning. His history is the index of the man. The value of Mr. Scruggs to the generation in which he lives, and his place in public esteem, are indicated and assured in the above record, at the bottom of it a sterling manhood and a lofty Christian character.

WALKER, DAVID DAVIS, one of the men of St. Louis whose history is a story of the reward of industry, and whose success is the result of sagacity and ability.

He was born July 19, 1840, on a farm about

four and one-half miles from Bloomington, Illinois. His father was born in England and died on the farm four and one-half miles from Bloomington, Illinois, in 1875, at the age of sixty-seven years. His mother, whose maiden name was Mercer, was a native of Maryland, and died three years after the decease of her husband.

Young David received the regular course of the common schools, and continued his study at Beloit College, at Beloit, Wisconsin. In 1855 he left the college and returned home. Two years after his return home, or in 1857, on March 4th, he came to St. Louis, with the intention of making it his home and of starting the building of his own fortune.

Soon after his arrival in the city he entered the business in which he was destined to make his fortune, by securing a position with Crow, McCreery & Company, then the leading wholesale dry goods house of the city. It may be said of Mr. Walker that he has made every rung of the dry goods ladder in going from the bottom to the top, for his first employment with Crow, McCreery & Company was as office-boy. By the closest attention and constant consideration of the interests of his employers he soon won the reward of promotion, being advanced from one position to another, until finally in 1865, eight years after he had entered their employ, he was admitted to a partnership.

Mr. Walker's ambition to succeed had impelled him to try his powers beyond their limits, and because of this he was compelled, in 1878, to withdraw from the partnership. Then, for the next two years, he gave himself up to rest and the recovery of his health, returning to St. Louis in 1880.

His health restored he formed a partnership with Frank Ely and others, the newly-organized house making a bid for popular favor under the firm title Ely, Walker & Company. Under this arrangement the house did business for three years, at the end of which time the trade had so grown that it became necessary to give the business the better opportunities offered by the organization of a stock company and incorporation.



*S. S. Walker*





The style of the firm was likewise changed to the Ely & Walker Dry Goods Company.

With such a man as Mr. Walker the directing head of the house, who was recognized as an authority on all matters pertaining to dry goods, and who possessed a talent for managing a great business, seconded by energy and good judgment, the success of the house was assured from the beginning. Its growth has been steady and certain, and year by year it has added to its prestige and influence until it is now recognized as one of the most prosperous and substantial wholesale dry goods houses of the country.

In 1862 Mr. Walker was married to Miss Martha A. Beakey, daughter of Joseph Beakey, the well-known stove man. They have a large family of interesting children, all of whom are boys but one, Rose Marion, now Mrs. Asa Pittman. The boys are Joseph Sidney, William H., D. D., Jr., George Herbert and James Theodore. The four elder boys are associated with their father in the business, W. H. being vice-president, and Joseph Sidney assisting him in the credit department; D. D., Jr., and George Herbert filling minor positions.

Mr. Walker attributes his success in business largely to the early training he received from his first employer, Mr. Wayman Crow.

WOERNER, JOHN GABRIEL, was born at Mochingen, Stuttgart, in the Kingdom of Wurtemberg, Germany, April 28, 1826. His parents came to the United States in June, 1833, and settled in Philadelphia, where they remained until 1837, and then came to St. Louis. He was educated in the public schools of Philadelphia and St. Louis, having attended school in the former city for three years before coming west with his parents. He then attended school in this city for one year. During that time he applied himself so assiduously to his studies that he acquired an excellent knowledge of the English and German languages, and of such branches of education as were then taught in the public schools of this city, and laid the foundation for the higher and better education which he has since acquired by a life-time of

reading, study and literary work, to which he has found time to devote himself in spite of his official and professional duties.

In 1841 young Woerner went to Springfield, Missouri, where he remained for a year and then went to Waynesville, Pulaski county, this State. He was employed as a clerk in a country store at both places. After remaining at the latter place two years he returned to St. Louis and entered the office of the German *Tribune*, and served as "devil," pressman, compositor and foreman, until the breaking out of the revolution of 1848 in Germany, when he returned to his native country as the correspondent for the German *Tribune* and the *New York Herald*. He remained abroad two years and then returned to St. Louis and took editorial charge of the German *Tribune*. In a short time he bought the paper and converted it from a Whig to an Independent, and then to a Benton Democratic paper. He sold it to a syndicate in 1852. He then ran a job printing office for a time; then sold out and read law in the office of C. C. Simmons, and was admitted to the bar in 1855, by Alexander Hamilton.

While reading law he was appointed clerk of the Police Court, then called Recorders' Court, for two years; was elected clerk of the Board of Aldermen. In 1857 he was elected city attorney, and re-elected in 1858. In 1860 he was elected a member of the City Council for the term of two years, and re-elected in 1862 for the same term. He was elected to the State Senate in the fall of 1862, and in 1866 was re-elected to the State Senate. In 1870 he was elected judge of the Probate Court, and has been re-elected at the expiration of each term of office ever since, and is now holding the office for the sixth term.

Judge Woerner is by all odds the most popular and most efficient probate judge this city has ever had. He was splendidly equipped for the discharge of the duties of that office when first elected, and he has since given that important branch of the law careful and exhaustive study. He has prepared and published a treatise on the law of estates and administra-

tion, called "The American Law of Administration," which is regarded by the courts and legal profession throughout the country as a standard and a most valuable authority upon the subject.

For a number of years Judge Woerner has been a contributor to leading law journals, besides writing extensively for the general press. After his return from Europe he wrote a serial, entitled "Die Sklavin," which ran through the German *Tribune* in 1850-51, and which was afterwards published in book form and had a large sale. In 1870 he wrote a German play bearing the same title as his book, but different in plot and action, which had quite a run in the theaters of this and other western cities.

Although he has held public office for many years and enjoys, to a marked degree, the esteem and confidence of the people, Judge Woerner has never mingled extensively with the masses. When not occupied in the discharge of his official duties, he has given his time to study and literary work. By this, it must not be understood that he is exclusive and out of touch or sympathy with the masses of the people, for he is not. He is one of the most genial and companionable of men, kind-hearted and generous; but his life has been too busy a one, and his official and literary labors too exacting, to permit him to give a large share of his time to outside matters.

Possessing a metaphysical and philosophical turn of mind, it was only natural that he should be one of the founders and promoters of the Philosophical Society of St. Louis, and foremost in advancing all movements tending to a higher education of the people.

Judge Woerner's wife, to whom he was married in this city, November 16, 1852, was Miss Emelie Plass. She was the daughter of Frederick W. and Henrietta (Teyssen) Plass, and, like her husband, was a native of Germany. They have four children living—Rose (wife of Benjamin W. McIlvaine); Ella (wife of Chas. Gildehaus); Alice (wife of Sylvester C. Judge), and William F., who is practicing law in this city.

HOSPES, RICHARD, one of the leading men in banking circles of St. Louis, is the son of Conrad and Lydia (Schrader) Hospes. He is a native Missourian, having been born in St. Charles county on Christmas day, 1838. His parents brought him to St. Louis when he was quite young, and he attended the public schools of this city until he was sixteen years of age, when it became necessary for him to obtain his own livelihood. He obtained a position in the German Savings Institution as messenger, and at once attracted the attention of his employers by his industry and general good sense. At the first opportunity he was promoted to a more suitable position, and as a clerk proved himself an excellent mathematician and a thoroughly reliable man. Step by step he gradually mounted the ladder until he became cashier of the institution, a position he now occupies.

Mr. Hospes is regarded by the banking fraternity of St. Louis as an exceptionally safe man. He is the personal friend of every customer at the bank, and conducts business between them and his employers so courteously and well that the relations between the bank and those keeping accounts there are uniformly agreeable. He devotes his energies with unremitting care to the interest of the bank, where he is to be found whenever needed.

For thirty-nine years Mr. Hospes has been connected with the German Savings Institution, which may now be looked upon as one of the most solid banks in the city. Too much credit can scarcely be given to him for his work in the building up of the bank, which work is thoroughly appreciated by the directors and stockholders. Since he commenced work in it in a humble capacity he has seen it grow from a comparatively small bank to a financial institution of its present magnitude; and no small part of the success which this institution has achieved is due to the prudence, business tact and strong good sense of the man who has been identified with it for a life-time, and occupies in it the responsible position of cashier. Mr. Hospes is a man of family, having six able and intelligent children.



*Richard Corpe.*





MAXON, JOHN H., one of the men to whom St. Louis is indebted for its magnificent street car equipment and rapid transit superiority, is about sixty years of age, having been born in Rensselaer county, New York, in 1834. He is the son of Joseph Stillman and Elizabeth (Vars) Maxon, and through his father he traces his ancestry back to the first white boy born on the Isle of Newport, Rhode Island. This was John Maxon, who was born in 1638, and to whom was born a son of similar name in 1701. John Maxon, Jr., was the father of David Maxon, whose son Asa, born in 1748, was the grandfather of the subject of this sketch.

Young Mr. Maxon was educated in the district schools of New York, and then electing to become a civil engineer he took a course of instruction in the Rensselaer Polytechnic Institute, of New York. After leaving college he located at Cleveland, Ohio, working in the office of the city engineer and taking an active part in the construction of the railroads centering in that city. A few years before the war he was appointed surveyor-general under General Calhoun, and was employed surveying government lands in Kansas and Nebraska soon after their first organization.

The outbreak of the war terminating this work, he secured a position as an engineer in the gold fields of Colorado, and in 1861 he commenced the transportation of merchandise into Colorado and Utah, especially to western military posts. It was necessary at that time to cross the Rockies with oxen and mule trains, and it was quite common for Mr. Maxon to accompany them himself. Finding there was an immense demand for bacon on the western frontier, he formed a partnership, in 1863, with Mr. Robert Hawke, of Nebraska City, Nebraska, and established a packing house. This was located at East Nebraska, Iowa, and was the first packing house of its kind west of the Missouri river.

In 1866 he represented Nebraska State in the Legislature, and he helped to frame the first constitution. In the meantime his business ventures were very successful and he continued

in the packing business until the firm was dissolved in 1877. Eleven years prior to this he had moved his residence to St. Louis, in which city he has since been looked upon as one of its most valued and respected citizens. In 1870 he became president of the Lindell Railway Company, and for seventeen years was the active manager of this important railway system, his associates including such men as Judge Lightner and William A. Hargadine.

When he took hold of the business the stock was practically worthless, but in 1888 he disposed of the line at about two hundred cents on the dollar of the nominal value of that stock. Mr. Maxon was the first man to introduce into St. Louis electricity as a motive power for street railroads. Bringing from Europe a storage battery, he ran it for some months on the Lindell road, long before the trolley system was adopted. A careful trial convinced him that the storage battery, as then developed, was not suitable for the traffic of this city, with its great variation and heavy grades. He accordingly determined to try the trolley, and secured the first franchise in this city for an over-head wire electric road; and he is thus fairly entitled to be described as the father of the magnificent system of transportation which makes St. Louis a source of congratulation from citizens of so many other points.

Mr. Maxon has also been connected with several other local institutions. He has been a director of the Commercial Bank for twenty years and its vice-president for ten years. He is president of the Robert B. Brown Oil Company, and vice-president of N. K. Fairbank Company, whose factories are situated in St. Louis, Chicago, Montreal and New York. As police commissioner he made an excellent record, but resigned his office before his term expired. In politics he is a Democrat, and his chief ability is his ability to manage men and mold public opinion. In private life he is kind, courteous, and has a whole host of personal friends.

He married on January 1, 1859, Miss Mattie Anderson, of Virginia, and has had five chil-

dren, three of whom—Nella, Lucia and Reta — are living.

TURNER, THOMAS THEODORE, son of Henry S. and Julia M. (Hunt) Turner, was born in a house that stood on the corner of Seventh and Olive streets, St. Louis, on October 23, 1842. He was educated in the primary schools of this city, afterward taking several courses at the St. Louis University, and leaving there to travel in Europe. Shortly after reaching the continent he entered the Jesuit college at Namur, Belgium, where he took the full three years' course, coming out of it with a finished education, and fully prepared to make his own way in the world. He returned to his native land after graduating from the Namur college, but still considered his education incomplete without a technical or professional training, and acting on that conviction he entered the Virginia Military Institute, intending to enter the army.

He continued his attendance at the institute until about the time of John Brown's raid, when he was transferred to the United States Naval Academy at Annapolis, Maryland. He kept up his studies until 1861, when, the war of the rebellion breaking out, he gave his allegiance to the cause of the South, and quickly changed the comparatively easy life of the training-school for the privations of the march and the rough usage of active service. He was attached as an aid-de-camp to the staff of General R. S. Ewell, with whom he served until captured by Phil Sheridan, with Ewell's entire command, at Sailor's Creek, Virginia.

Mr. Turner, with a number of his comrades in arms, was first confined in the old Capitol prison at Washington, and then transferred to Johnson's Island. In this prison he remained until the surrender of Lee, when he with other prisoners was released on parole and returned to St. Louis.

His first venture was at farming, for having purchased a farm near St. Louis, he removed thereto and applied himself to the science of agriculture until 1883, in which year he returned to St. Louis and entered the real estate business,

being convinced that that line was a quicker and easier road to success than was agriculture. He opened an office with his brother, C. H. Turner, and the firm as thus constituted is in existence to-day as one of the leading real estate companies of the city. Mr. Turner has never forgotten his farming experience and is a promoter of racing and a lover of fine horses, and is therefore one of the most active members of the Jockey Club.

Mr. Turner was married October 10, 1864, to Miss Harriet S. Brown, daughter of a prominent citizen of Nashville, Tennessee, with whom he became acquainted while wearing the uniform of gray and fighting for the lost cause. The union has been a happy one and has been blessed by a large family of bright and promising children, their names being Lizinka C., Julia M., Ann Lucas, Harriet S., Mary T., Rebecca E., Theodore H., Henry S. and Arthur C.

Mr. Turner is a man uncommonly well endowed mentally and a possessor of a valuable fund of what is known as common sense, and as such qualifications are most important elements of success in any vocation, the causes of his success are apparent. He is well adapted to the business he has chosen, being of cool and penetrating judgment, conservative with penetrating conceptions, and inclined to weigh carefully and look at every matter from every possible point of view. He is generous, liberal, and in all respects a man of great force of character.

HUSE, WILLIAM L., is another New Englander who has distinguished himself in the annals of St. Louis, and who by his business ability and enterprise has more than justified the confidence placed in him by his associates. A strictly liberal-minded man, Mr. Huse, although a Republican in politics and a very earnest believer in the principles of his party, has avoided anything bordering upon partisanship, and although the excellent record he made as mayor of Peru, Illinois, several years ago has led to his being asked repeatedly to run for office in St. Louis, he has always declined.

Mr. Huse was born in Danville, Vermont, on





*Wm. J. Lubman*



March 9, 1835. His father, Mr. John Huse, came of a family the members of which participated in the war of the Revolution, and his grandfather on his mother's side, Mr. Ira Colby, took part in the battle of Ticonderoga, under Ethan Allen. When William was only seven years of age his parents moved to the village on the shore of Lake Michigan, which then had about five thousand inhabitants, but which has since grown into the great city of Chicago. He was educated in the public schools, and when about seventeen years of age entered the grocery establishment of H. G. Loomis as clerk. Three years later his obvious ability and industry attracted the attention of the forwarding and commission firm of I. D. Harmon & Company, whose headquarters were in Peru, Illinois. Then a city of first importance.

This firm offered him a position of trust which he accepted, and his zeal on behalf of his employers was soon manifest. Even at this early age he was entrusted with a steamer running on the Illinois river and given entire charge of the boat. This gave him facilities for earning more than absolutely required for his daily wants, and in 1858 he had saved enough money to acquire possession of a steamer and enter upon the transportation business himself. By the time he was twenty-five he owned three steamers and was able to sell out his business at a good profit.

In the spring of the following year, 1861, he organized the firm of Huse, Loomis & Company

in St. Louis, and commenced business in ice and transportation on a larger scale. For nineteen years the firm continued as first organized, and its efforts were crowned with the most marked success. In 1880 it was deemed advisable, in consequence of the immense interests of the house, to incorporate under the laws of the State, and the firm became merged into the Huse & Loomis Ice and Transportation Company, with Mr. Huse as president. The company's capital is \$550,000, and its founder owns a controlling interest. The house owns enormous storage houses at various desirable points on the Mississippi and Illinois rivers, whence ice is brought down to St. Louis and other points on the river in the company's own boats.

During the seventies Mr. Huse resided in Peru, Illinois and served for two years as mayor of that city. His interests, and those of the company in that town, are enormous, the annual harvest at that point



WILLIAM L. HUSE.

varying from seventy-five thousand to a hundred thousand tons. At Alton still more business is done, and both at Beardstown and Louisiana an immense amount of ice is cut every year. The company employs more than two thousand men to gather in this harvest of ice, and the extent of its operations is unique.

Mr. Huse has other interests of considerable importance. He is president of the Union Dairy Company, whose capital is \$300,000, and which has done an immense amount of good work for St. Louis by furnishing a constant sup-



ply of the purest milk and dairy products. He is also president of the Creve Cœur Lake Ice Company, and a director and stockholder in the Crystal Plate Glass Company, the Boatmen's Bank, the St. Louis Trust Company, and the Peru City Plow and Wheel Company. He is also connected with other St. Louis enterprises, and is a past president of the St. Louis Commercial Club, an exclusive organization with about sixty members, all of them prominent and influential men. He is connected with the church of the Messiah, and his home life is a remarkably happy one.

Mr. Huse married in 1865 a daughter of the Reverend Harvey Brown, of New York City. Mr. Brown was a prominent preacher in the Methodist denomination, having resided in Illinois while active missionary work was being done in that State. Both Mr. and Mrs. Huse are fond of traveling and have enjoyed European and other tours of considerable extent. Another hobby of Mr. Huse is the raising of fine horses, his stock farm in Peru being one of the best in the State. His favorite and most speedy horse was Tom Wonder, whose record was 2:26.

CRAM, GEORGE T., came of that hardy New England stock which has furnished the pioneers in the civilization and development of this country, moulding its thoughts and shaping its politics. His parents were Samuel T. and Sallie D. (Jennings) Cram, of Meridith, New Hampshire, where he was born September 17, 1834. He was educated in his native State. After leaving school he spent ten years in Amoskeag Mills, at Manchester, working in every branch and mastering every detail of the business, going, as he himself expressed it, "from bottom to top."

At the breaking out of the rebellion in 1861, he entered the army as second-lieutenant of Company K, First New Hampshire Cavalry. When the war closed he came west, locating in St. Louis in 1866, and at once became closely and prominently identified with the business and financial interests of this city. In 1868 he became secretary, and in 1876 president of the

American Central Insurance Company; treasurer and one of the board of directors of the Central Trust Company, and president of the Third National Bank, all of which positions he still holds.

He married Miss Carrie Trowbridge, of Newton, Massachusetts, February, 1869, and has two children—George A. and Frank B.

NELSON, LEWIS C., was born in Boonville, Missouri, September 18, 1850. His mother before her marriage was Margaret J. Wyan, and his father was a well-known and prominent figure for many years in central Missouri, a part of the State that has produced many noble men. He made his mark as a business man and financier, and from him the son has inherited his talent in that line. He was a thorough believer in the advantages of a good education, and provided with ample means as he was, he gave all his children a liberal education, and Lewis C. was not slow to seize the opportunities thus offered. He acquired the foundation elements of an excellent education in the public and other schools of his native town, and besides possesses the advantage of a double collegiate education, for after several years spent at the State University at Columbia, he entered Yale from which he graduated in 1868, being then nineteen years old.

When he returned from college he was given a position in the Central National Bank of Boonville, a bank his father had done much to create, and of which he was president. Starting in as a clerk he at once demonstrated his capacity and aptitude for financial or banking affairs, with the result that in 1872, just after he had turned his twenty-first year, he went to the busy town of Fort Scott, Kansas, and organized the First National Bank, an institution that is still prosperously alive. But, like all young men of high aspirations, he desired a more ambitious field of endeavor than was offered by a country town; so in 1877, when he was offered the cashiership of the Valley National Bank of St. Louis, he accepted.

His ambition expanded as his opportunities



*L. P. Olson*





increased, and after acting as cashier of this bank for two years he resigned and organized and established the house of Nelson & Noel, bankers and brokers. Mr. Nelson continued at the head of this business for nine years, during that time making it one of the recognized solid financial institutions of St. Louis, and building it up to a splendid condition of prosperity, but in 1888 he was compelled to withdraw on account of ill health. As the one means of restoring his strength, he was advised by his physicians to seek a change of air and scene, and accordingly for the space of two years after his retirement he traveled constantly, and visited nearly every civilized country on the globe.

He returned to St. Louis with his health greatly improved; and as a man of his energy and financial ability is always in great demand, in January, 1890, he was elected to the presidency of the St. Louis National Bank, a position he yet retains. Mr. Nelson undoubtedly holds a place as one of the most able financiers in St. Louis. He is a man of careful business methods, fully looking at all matters of finance from every point of view, but when he has once reached a determination he acts with decision and courage. He has been very successful as a banker, and as he is still a young man, those who know him expect him to accomplish great things in the financial world. He has not yet reached the zenith of his power, but has manifested in an intensified form many of the characteristics that raised his father to a position of influence and wealth.

Mr. Nelson has been married twice; in 1873, to Miss Alice Estill, daughter of Colonel J. R. Estill, a member of a very prominent Howard county family. Mrs. Nelson dying in the same year, two years later he contracted a marriage with Miss Louise Eleanor Bradford, daughter of Mrs. Lavina Bradford, of Saline county, Missouri. This last marriage has been blessed by one child, a son, now fifteen years old.

OLIVER, FIELDING W., was born in Cincinnati, Ohio, September 24, 1858, his grandfather being the third white man born in the State of

Ohio. His father, Judge M. W. Oliver, was an able lawyer of Cincinnati, and had many honors conferred on him by his fellow-citizens, serving two terms as judge of the Court of Common Pleas, and a like number of terms in the State Senate. His mother, Anna (Gere), was a native of Massachusetts, a member of a prominent Puritan family. The subject of this sketch had his early education in the public schools of his native city, and at the age of fourteen attended a preparatory school at Freehold, New Jersey, for two years, when he entered Princeton College, at the age of sixteen. On graduating in 1879 he returned to his home, where after remaining a year he started west to seek his fortune. Visiting St. Louis, and liking the surroundings, having confidence in its future, he decided to make it his home. Through the influence of his friends he obtained the position of cashier of the St. Louis Bolt & Iron Company. Having acquired a holding of the stock of this corporation, he was, on the retirement of the old treasurer, elected his successor, which position he has retained ever since. In addition to his connection with the Tudor Iron Works, the successors of the St. Louis Bolt & Iron Company, Mr. Oliver is secretary and treasurer of the Valley Steel Company, and a director of the Third National Bank. He is a member of the Merchants' Exchange, and the University and Noonday clubs.

On October 13, 1881, Mr. Oliver was married to Miss Anne Williamson, youngest daughter of A. W. Williamson, of his native city. Three children have blessed the union.

DURANT, GEORGE F.—That the general managership of a vast system of telephones and wires, such as that of the Bell Telephone Company in St. Louis, is a most difficult position to fill satisfactorily, must be known by everybody who has even a superficial knowledge of the difficulties, yet George F. Durant has occupied this thankless place for many years, and has discharged the duties of the office with admirable tact and ability, and the company's expansion and growth since 1877 when he took

charge, have won for him the genuine appreciation of his superiors.

Mr. Durant was born at Jersey City, in 1842, and is the son of Chas. F. Durant, a man of many scientific attainments, who has left to the scientific world a most interesting work on the "Algæ of New York Bay and Harbor." His mother was Miss Elizabeth Hamilton Freeland, of New York. After he had completed his education, which he received from the schools of Jersey City, young George, who early developed electrical tastes, was made superintendent of the fire alarm and telegraph system of his native city, which he successfully conducted for two years. After this he went to Lima, South America, contracting to put in a fire alarm and telegraph system, and remaining two years.

Returning, he was made superintendent of the American District Telegraph Company, of New York, a position he held until 1874, when he came to St. Louis and organized the American District Telegraph Company. When this company obtained control of the Bell Telephone, Mr. Durant became general manager.

**TUHOLSKE, DR. HERMAN.**—A physician, whose reputation for skill and scientific attainment extends far beyond the confines of his own State, and who, although yet in the prime of life, is a practitioner of the ripest experience and a leader and discoverer in his chosen field, is the subject of this biography, who was born in Prussia, in the city of Berlin, March 27, 1848. He is the son of Newman and Johanna (Arnfeld) Tuholske, and while a youth received the best classical education the Berlin Gymnasium could give. His education completed, he followed the example of many of his countrymen and came to America.

Coming to St. Louis he located and shortly afterward entered the Missouri Medical College, from which he was graduated and given his degree in 1869. He was fully impressed with the advantages offered in medical instruction by the schools of the European capitals, and shortly after his graduation from the Missouri Medical College he returned to Europe, where he received

the benefit of post-graduate lectures at the most renowned schools of Vienna, Berlin, London and Paris. Thus he acquired the first requisites of a successful physician—a good general and technical education, and he therefore returned to St. Louis and began a career as a practitioner of medicine and surgery which has been a most active and successful one.

In June, 1870, he was appointed physician of the St. Louis City Dispensary, and the reforms and growth he there instituted were most complimentary to his energetic administrative ability. When he assumed charge the institution treated 2,500 patients a year. Under his administration the dispensary was enlarged and its methods of work changed. The ambulance system was organized, an assistant day and night physician appointed, and during the five years, up to 1875, when he resigned, the institution had treated 40,000 patients. During his service as dispensary physician he also had charge of the Quarantine Hospital, and during the small-pox epidemic of 1872, 2,500 small-pox patients were examined and sent to various hospitals. During the period he was dispensary physician he was also examining surgeon to the police force and jail physician, but resigned all these offices in 1875, to devote his whole time to private practice, the volume of which, even in that day, had increased to proportions that made him one of the busiest physicians of the city. In 1873 the Missouri Medical College elected him professor and demonstrator of anatomy, a place he held for ten years, or until called to the chair of surgery, a place he yet holds.

In 1882 he was one of the prime movers in the organization and erection of the building and hospital of the St. Louis Post-Graduate School of Medicine, the first structure of the kind ever built in this country. Doctors P. G. Robinson, Michel, Steele, Hardaway, Glasgow, Spencer and Engelman, who with him constitute the faculty of the college, were his assistants in this enterprise. He also actively engaged in the agitation which resulted in the State Board of Health demanding a higher educational standard and three years' attendance at



*J. F. Tuholake*

---





lectures of those intending to practice medicine or surgery.

Dr. Tuholske is connected with a great number of medical and surgical societies. He is a perpetual member of the American Medical Association, member of the Southern Surgical and Gynecological Society, the St. Louis Medical Society, the St. Louis Medico-Chirurgical Society, the St. Louis Surgical Society, and is an honorary member of the Southwest Missouri State Medical Association. He is consulting surgeon to the City and Female hospitals, and the South Side Dispensary, surgeon to the Post-Graduate Medical College Hospital, one of the surgeons to the Martha Parsons' Free Hospital for Children, surgeon in charge of the St. Louis Surgical and Gynecological Hospital, and surgeon, with the rank of major, to the First Regiment of Missouri. Besides the chair which he holds in the Missouri Medical College, he is also professor of surgery in the Post-Graduate School of Medicine.

In 1890 Dr. Tuholske established an institution which embodies every improved idea and appliance in the treatment of surgical cases. It is called the St. Louis Surgical and Gynecological Hospital and is located in a beautiful building at Locust and Jefferson avenue. The institution is private, belonging to Dr. Tuholske, and no expense has been spared in making the hospital a model of its kind, its operating room being visited and admired by many surgeons who visit the city. There the doctor, aided by his assistants, treats all cases of operative surgery personally; and his skill as an operator in difficult cases of abdominal surgery constantly adds to his reputation and fame. Only surgical and gynecological cases are received at the hospital. The doctor is an author in the field of medicine and surgery, and his articles in a number of surgical journals and other publications are rated as valuable contributions to the literature of medical, surgical and kindred science.

Dr. Tuholske was married in 1874. Miss Sophie Epstein, of St. Louis, was the lady who became his helpmate.

DAVIS, JOHN T., who was cut off in his prime on April 13th of this year, has been well described by an impartial writer as a magnificent type of western manhood, and as one who, although in the possession of great wealth, was never known to make use of his money for an improper purpose, and who in all his dealings was the very soul of honor. One of the first wholesale merchants of the city, whose importance as a wholesale and jobbing center can scarcely be overrated, Mr. Davis was always foremost in his efforts to maintain the good name of the city and to secure for those purchasing their supplies here the most absolutely fair treatment. He was one of the most loyal men in the city, and when four years ago it was decided to make an effort to secure the holding of the World's Fair in St. Louis, he promptly subscribed for fifty thousand dollars' worth of stock in the proposed St. Louis World's Fair Association.

In every other movement designed to benefit St. Louis Mr. Davis was always to the front, both with his check-book and with his services, and so well advised were his actions that it is doubtful whether his assistance was not sometimes of even greater value than his princely donations. His love for the Washington University was always obvious, and his work on behalf of the St. Louis Club, of which he was president for eleven years, is too well known to need enlarging upon. The Security Building, in many respects the finest office building in the world, was erected largely owing to his efforts, and his policy of thoroughness is apparent on every story and in every room in that building.

Mr. Davis was a St. Louisan by birth as well as instinct. He was born in this city on September 13, 1844, being the second son of Mr. Samuel C. Davis, the practical founder of the firm of S. C. Davis & Company, one of the largest wholesale dry goods establishments in the West. Mr. S. C. Davis had another son, named after him, but the death of this gentleman, early in the seventies, left Mr. John T. Davis the head of the younger generation. Mr. John T. Davis was educated at the Washington University,

where he graduated at the age of nineteen. He then entered his father's establishment and in 1869 was made a partner, the firm then consisting of Messrs. Samuel C. Davis, Andrew W. Sproule and John T. Davis. On the death of the first named, Mr. Davis became practically the sole proprietor of the house, which since the year 1852 has been known as Samuel C. Davis & Company. When Mr. John T. was admitted to partnership there were grocery, shoe and other departments, but these were abandoned in 1872, and the entire energies of the firm were devoted to dry goods.

In addition to his important trade interests Mr. Davis was very largely interested in realty. Some of his investments in Chicago, New York and Boston have proved exceptionally successful, though the bulk of his interests were in this city. He was first vice-president of the St. Louis Trust Company, vice-president of the State Bank, president of the Security Building Association, a director in the 'Frisco road and the holder of an immense interest in the Tennessee Midland and the Paducah, Tennessee and Alabama railroads. He was one of the founders of the St. Louis Trust Company, and was one of the largest, if not actually its largest, stockholders. His work in connection with the Security Building erection has already been mentioned. Among other works of improvement the erection of the edifice on Broadway and Washington avenue, in 1873, must be specially referred to. This building cost more than half a million dollars, and is one of the best equipped wholesale establishments in the country. At the time of his death he was erecting a magnificent house in Westmoreland place, a palatial home which would have been ready for his occupation this summer, had he been spared as long as that. Mr. Davis also owned property, and had conducted extensive building operations, on Sixth street, between Carr and Biddle; on Lucas place; on Broadway, between O'Fallon and Dickson; and on Grand avenue, Laclede avenue, Forest Park boulevard and elsewhere. Much of the building work in Washington University is also due to Mr. Davis'

liberality. He had a habit of making princely donations to this institution in the quiet, unostentatious manner which actuated all his good work, and on the day succeeding his death the directors of the university met and passed resolutions of the deepest possible regret and of the warmest sympathy. "The loss to the institution has been a most serious one," said the president, "Mr. Davis was a son of the university. Prepared in the academy he entered the college in 1859, and was graduated in the class of 1863. During the thirty years which have elapsed he has been a consistent friend of the institution, and a wise friend and counselor in all its work. He became a member of the Board of Directors December 15, 1871, a member of the Board of Control of the Art School at the time it was created a distinct department of the university, and has been a most generous and willing benefactor in the work of both."

Mr. Davis married on February 20, 1867, Miss Maria J. Filley, daughter of Mr. Oliver D. Filley, one of the ex-mayors of St. Louis. Mrs. Davis had three sons, who are still living. John T. Davis, Jr., the oldest son, is twenty-six years of age, and he graduated from Harvard five years ago. He is now a partner and practically the principal owner of the establishment of S. C. Davis & Company. The second son, named after his grandfather, is twenty-two years of age. He graduated last year and is now traveling abroad. The youngest son, who is fourteen, is attending the Smith Academy.

Mr. Davis' death was a great surprise to the community. He was a man apparently of the most vigorous health, absolutely free from indulgence of every kind, and would have been looked upon to within two weeks of his death as a man likely to live at least another thirty years. About three weeks from his final breakdown he suffered a slight indisposition, but it was not until three or four days prior to his death that any anxiety was felt. The final news was heralded as a local calamity, and several institutions with which he was connected convened special meetings in order to place on record an official statement of regret and respect.



The St. Louis Club resolutions were exceptionally pathetic, and were as follows:

"To the members of the St. Louis Club the loss of our friend is especially trying and painful. For many years he was its presiding officer; being elected vice-president in 1880, he was the following year made president and was successively re-elected to the position eleven times, thus having been at the head of the club three-fourths of the time of its existence. During all this time no word of complaint was ever made as to his conduct in the discharge of the duties of the office; always polite and winning in manner, he made friends of all, not only in our club, but among our citizens of all classes. Born to wealth, which he used with wise discretion and liberality, he never showed by his manner to even the humblest person anything but the fullest appreciation of the common brotherhood of humanity. Nothing affecting the welfare of our club, of our city or its benevolent institutions came up for notice without receiving from him a cordial attention and almost uniformly substantial aid. Fortunate in his domestic life to an uncommon degree, having the confidence and love of his associates, sustaining a moral character unstained and spotless, he lived a life and left a reputation that all might envy and desire, and an example worthy to be followed. In respect for his memory, it is ordered that the club house be closed on the day of his funeral; that the board of governors attend it; that we extend our profound sympathy to his family in their sad bereavement, and a copy of these proceedings be sent to them."

The State Bank directors expressed their feelings with equal delicacy.

ROWSE, EDWARD S., president of the St. Louis Commercial Club, is one of the leading financiers of the city, and capital furnished by and through him has led to the erection of several of the finest office and manufacturing buildings to be found in any part of it. As the resident financial and real estate agent of the Connecticut Mutual Life Insurance Company, Mr. Rowse several years ago commenced to in-

augurate the plan of advancing large sums of money on Missouri and St. Louis property by eastern corporations. The example which he and his principals set has since been very generally copied, but the fact remains that it was not until Mr. Rowse became interested in the matter that loans on a wholesale scale were placed in this section of the country by eastern insurance and other corporations.

The subject of this sketch has personally negotiated loans to the extent of twenty million dollars, and it is interesting to note in this connection that not a single foreclosure has been necessary, and that every loan has proved to be a thoroughly "good" one. As a real estate agent Mr. Rowse has been entrusted with some of the most important deals ever recorded in this city, and the respect entertained for him by his clients and those with whom they have done business, is a better index to his character and worth than any other that can be thought of.

Mr. Rowse is of Puritan descent, the ancestors of his mother, who was formerly Miss Elizabeth T. Dorr, having settled in Massachusetts two hundred and fifty years ago. He was born in New York City, on January 6, 1830, but when he was but only three years of age his father, Mr. Richard Rowse, died; and Mrs. Rowse with her infant son moved to Watertown, a suburb of Boston. It was in this place that Edward's early education was obtained, although almost from infancy he had to work on a farm during the summer, and only attended school in the winter months. When about sixteen years of age he was apprenticed to a carpenter, but at the age of twenty he decided that there was not sufficient scope in the work, and he accordingly entered upon mercantile life, obtaining a position as book-keeper in a wholesale boot and shoe house at Boston.

Being naturally of an economical disposition he saved a large portion of his small earnings, and in 1858 he took advantage of an opportunity to go into business and invested his savings to good advantage. During the war Mr. Rowse turned his eyes westward, and in 1862 he obtained a position in the Paymaster's Department

of the Federal Government in this city. In April of the following year he connected himself with General John S. Cavender, and the real estate and brokerage business of Cavender & Rowse was formed. The young partner gave his whole attention and energy to the business, and although the partnership was established at a time when the war made investments uninviting, considerable business was done and the firm established an excellent connection. Mr. Rowse, some years later, became the financial correspondent of the Connecticut Mutual and for the last ten years he has had entire charge of the financial affairs in Missouri of that important institution.

In 1886 General Cavender died, and Mr. Rowse continued in business in his own name. He has continued to increase his connections as well as the extent and importance of his transactions, and is regarded as one of the safest real estate advisers and managers in the West.

He is a director of the St. Louis Trust Company and of several other corporations, besides being one of the managers of the Washington University. In politics he is a Republican, and a reformer. He served for eight years on the St. Louis city Council at a most important period in the city's history. As chairman of the committee on public improvements Mr. Rowse heartily co-operated with the Commercial Club and the Street Commissioner in their determination to obtain first-class streets for St. Louis; and he is one of the three men to whom St. Louis is really indebted in the main for her splendid granite pavements.

Mr. Rowse is not now actively engaged in politics, believing it to be the duty of the rising generation to bear the burden and heat of the day in this respect; but he is still influential with his party, and his advice is frequently sought. He is connected with the Unitarian Church, of which Rev. J. C. Learned was pastor for several years, and in private life he is noted for his kind-heartedness and charity. Forty years ago he married Miss Ann Eliza Rogers. Mr. and Mrs. Rowse have one son, Edward C., who is now associated with his father in business and

an active helper in the important enterprises under his control.

KENNA, EDWARD DUDLEY, son of M. E. and Ellen (Pilcher) Kenna, was born at Jacksonville, Illinois, November 19, 1861. His parents moved to Springfield, Missouri, in 1870, where he was educated at the public schools, read law and was admitted to the bar in May, 1880, when only a little more than eighteen years old.

He at once began the practice of law in Springfield, and in May, 1881, was appointed assistant attorney for the St. Louis & San Francisco Railway Company, with headquarters in St. Louis, where he has since resided, holding that position until October, 1889, when he was appointed general attorney of the company and given entire control of its legal business. Since that time he has occupied a commanding position at the bar, appearing in all of the important litigation to which his position called him, and being pitted against some of the greatest lawyers in the country. No man of his years has been engaged in so many noted cases, where the interests involved were of such magnitude, and the fact that all of them have been brought to a successful issue bears remarkable testimony to his untiring energy and rare skill and learning.

As a speaker, his presence and address are pleasing; he discards form and clings to substance; he despises trifles and thinks only of the salient points of his case, and his utterances spring as the result of earnest thought and thorough preparation leading the hearer on step by step till the chain of argument is done and conviction attests its strength and power.

He is a Democrat, and while not an active politician, is a power in his party by reason of his eminent capacity for leadership. He has always contented himself within the ranks, preferring professional success to public place. In the midst of his many professional duties he makes time to continue his general reading, both literary and political, thus broadening and strengthening his mental grasp and rounding and perfecting his mental training.



*E. D. Hanna*





BELL, NICHOLAS MONTGOMERY, is the son of William A. and Caroline P. Bell, the latter *nee* Harvey, and was born in Lincoln county, Missouri, in 1846. Mr. Bell's grandfather served with distinction in the war of 1812, under General Harrison, emerging therefrom as a major, and was a member of the General Assembly of Missouri in 1826-28. Mr. Bell's father was born in Mount Sterling, Kentucky, and his mother was from one of the old Virginia families. Mr. and Mrs. Bell had moved to Missouri with their parents in early childhood, locating in Lincoln and Pike counties. Prior to the birth of Nicholas, and for many years afterwards, his father was engaged in farming and in mercantile pursuits.

When fourteen years of age young Mr. Bell came to St. Louis and secured a position with Messrs. Barr, Duncan & Company, as assistant book-keeper and collector. He remained with this firm four years, and in 1864, having acquired a sound busi-



NICHOLAS MONTGOMERY BELL.

ness training, he went west and settled in Boise City, Idaho, where he engaged in the mercantile and mining business. In 1865 he went still further west and joined his uncle, Mr. John C. Bell, then a merchant at Salem, Oregon. The firm was known as J. C. & N. M. Bell, and for three years the partnership continued to the mutual satisfaction of both parties.

Mr. Nicholas M. Bell even at that early age was a careful student of politics and a firm believer in the soundness of Democratic principles. He was elected a delegate, from the

State of Oregon, to the National Democratic Convention in 1868, and cast his vote for Seymour and Blair. After the convention he returned to St. Louis, and in the year 1869 entered into partnership with James McCreery in the commission business, the firm being known as Bell & McCreery. In 1870, before the Democracy had regained ascendancy in the State, he was elected to the Twenty-sixth General Assembly from the city of St. Louis, having defeated Hon. Stilson Hutchins, then editor of the *Times*, for

the nomination, and receiving at the polls several hundred more votes than his opponent, Hon. Joseph Pulitzer.

Mr. Bell's legislative work at Jefferson City was of such a prominent and popular character that in 1872 he was re-elected by a large, increased majority, serving in all four years and bringing to bear upon State legislation a vast deal of sound common sense and practical business acumen. During his service he was chairman of the

committee on federal relations and a member of the committee on internal improvements, two of the most important committees of the House. In 1876 Mr. Bell was the nominee of the Democratic party of St. Louis for the office of county auditor. When the National Democratic Convention met in St. Louis in 1876, it honored Mr. Bell with its secretaryship, and one of his happiest duties in that connection was his announcement of the nomination of Tilden and Hendricks. This was his entrance upon national politics, wherein he was thereafter to

figure with conspicuous ability. Four years later he was again made secretary of the Democratic National Convention, which met in Cincinnati and nominated Hancock and English.

Mr. Bell's peculiar aptitude for controlling large bodies of men, together with his remarkable elocutionary powers, attracted universal attention, and in 1884, for the third time, he was made secretary of the National Democratic Convention, the one which nominated the winning ticket of Cleveland and Hendricks, at Chicago, and was secretary of the committee appointed to notify the candidates of their nomination. Eight years later he acted in a similar capacity, with equal success.

After the inauguration of President Cleveland in 1885, Mr. Bell was appointed superintendent of foreign mails, a position he filled for four years and one month in an exceedingly satisfactory manner, winning not only the approval of the administration, but also of hundreds of leading Republicans, who recognized his ability and zeal. Part of his work was the negotiation of postal treaties with foreign countries, a branch of governmental work in which he especially excelled, and he also had charge of all the correspondence of the postal department with foreign countries, the sea transportation of mails destined to foreign countries, and the auditing and adjustment of accounts in payment therefor.

Perhaps the most conspicuous of Mr. Bell's official achievements was the negotiation of the first parcel post treaties between the United States and any foreign country. He brought this to a successful termination, and the benefits to international commerce cannot be estimated in the brief space here allotted. Mr. Bell further negotiated the extremely useful postal conventions between the United States, Canada and Mexico, which resulted practically in making the entire North American continent one postal territory. So careful was his attention to details that the treaty provisions admit of the interchange of mail between the two continents and the colony with the same rates of postage and with similar conditions as between two states or two post-offices of this country. The

negotiation of the parcel post treaties has resulted in the abolition of the old consular and invoice certificates which caused so much annoyance and expense in the exchange of parcel merchandise between the two countries, while the treaties negotiated by him increased the commerce of the United States nearly \$2,000,000 the first year.

It is worthy of mention, also, that Mr. Bell inaugurated a system of reports of the transit of mails destined to foreign countries, providing for a statement of the actual time between post-office of origin and the post-office of destination, and awarding the contracts for conveying the mails to the steamer showing the greatest speed and quickest delivery, without regard to its registry or flag. The competition between vessels became so great under this impetus that contracts were often awarded to the steamer showing only one minute faster time between New York and London. This movement expediated the foreign mail delivery from one to two business days, and was applauded by the merchants and exporters of this country to such an extent that they petitioned the postmaster-general to use his good offices to induce foreign countries to inaugurate a similar system, while it came to be so popular in Great Britain that the *London Times*, in a two-column editorial, urged Parliament to adopt Mr. Bell's plan.

After the inauguration of President Harrison, Mr. Bell resigned his position as superintendent of foreign mails, returned to St. Louis and devoted his attention to the tobacco commission and storage business of the Peper Tobacco Warehouse Company, at the corner of Twelfth and Market streets. The Legislature having created the position of Excise Commissioner for St. Louis, Mr. Bell was appointed to the position.

In 1888 Mr. Bell was married to Miss Maggie Peper, daughter of Captain Christian Peper, of this city, and the result of this happy union is a son, Christian Peper Bell.

BUSCH, ADOLPHUS, the largest brewer in America, and with one exception in the world, was born near Mainz on the Rhine, some fifty



years ago. His father was a prominent citizen engaged in extensive operations in ship timber, sending large rafts of timber, chiefly suitable for masts and spars, down the Rhine to the Netherlands for export. In addition to this Mr. Busch, senior, was a wealthy land owner, owning extensive vineyards in the vicinity of his home and near the village from which the renowned hop vines are named.

The foundation for the scholastic and commercial training which have enabled St. Louis' great merchant prince to outdistance all competitors in the race, was laid in schools near his home, but he also had the advantage of a full course of study in one of the best known colleges in Belgium, where among other accomplishments he acquired a thorough knowledge of the French language. After leaving college he was connected with the lumber industry for about a year, and then went to the city of Cologne, where he connected himself with a prominent mercantile house and not only obtained an admirable insight into business matters, but also rose to a leading position in the house, although he was still little more than a boy.

Just before the outbreak of the war young Mr. Busch came to America and located at St. Louis, where some relatives of his were living. For three years he was engaged in a wholesale commission house and also served for fourteen months in the Union army, with General McNeil, in Northern Missouri. On attaining his majority he received a substantial sum from his father's estate and commenced business for himself as a brewer's supply agent. For four or five years he conducted this business with great profit to himself, but in 1866 he relinquished it and went into partnership with his father-in-law Mr. Eberhard Anheuser, who was at that time proprietor of the old Bavarian Brewery.

This was quite a local establishment with very little outside trade, but the new partner at once introduced into it new life and vigor; agencies were established in the West and South, and the output was largely increased. So rapid was the progress that the proprietors decided to incorporate under the laws of Mis-

souri, and the Anheuser-Busch Brewing Association thus came into existence in 1875. To thoroughly appreciate the work that has been accomplished by Mr. Busch in reorganizing and extending the business with which he is connected, it must be remembered that the record of the Bavarian Brewery was six thousand barrels per annum. As compared with this the present output seems amazing, the total malting capacity exceeding two million bushels per annum, and the shipping capacity one hundred million bottles and one million barrels. The daily output is almost identical with the annual output at the time Mr. Busch became connected with the work, so that the increase has been more than three hundred-fold.

Reference has been made in another portion of this book to the colossal business of this establishment, which has now more than five hundred resident agents and fully four thousand employes. No corn or corn preparations are used on the premises, and it was Mr. Busch who was the first to manufacture bottled beer for export by the Pasteurizing process. Every variety of ale is produced, the most popular brands being the Anheuser-Busch Standard, the Original Budweiser, the Pale Lager, the Pilsener or Exquisite, the old Burgundy and the Faust beer.

To Mr. Busch is due the credit for having made it possible to supply the South and West with a high grade of beer. He was the first to erect refrigerators throughout the Southern and Western States, and also to make practical use of refrigerator cars for transporting beer. He organized the St. Louis Refrigerator Car Company, of which he is still president. He also made it his business to insist upon justice from the railroad companies. Formerly beer was carried as first-class freight, at rates as high as those charged for works of art or looking-glasses, but Mr. Busch demanded that an equitable classification should be made, and finally succeeded, thus making it possible to export beer to distant points at a profit. In 1880 Mr. Busch became president and manager of the Anheuser-Busch Brewing Association, and al-

though he is now one of the wealthiest men in the West, he gives his attention to the details of the colossal undertaking, and prides himself on the fact that the city of buildings which go to make up the brewery are not only suitable for their purpose in every way, but are also exceedingly elegant from an architectural point of view, and one of the great attractions to visitors to the city.

Mr. Busch is by no means a selfish man, but has always been willing to contribute both money and energy towards public movements of importance. He was one of the most persistent workers in behalf of the building of a St. Louis bridge and subsequently of the St. Louis Bridge and Terminal enterprise. He also founded the South Side Bank, of which he is still president; while among other enterprises with which he is connected may be mentioned the Streator Bottle and Glass Company, of Illinois; the Adolphus Busch Glass Company, of Belleville and St. Louis, and the Manufacturers' Railway Company, of St. Louis, the last named corporation owning the railroad which connects the brewery with the Iron Mountain and Belt Railways. He has also a large amount of capital invested in the Asphalt mines of Utah and other mining interests.

He has dispensed many thousands of dollars in charities, and treats every employe who is attentive to his duties as an ally rather than a servant. Commercial success has not interfered with the cultivation of a love of art and of high-class sport. Mr. Busch has a collection of artistic treasures of great value, and he also owns one of the best stables in the country, with several superb horses with established records. He has also derived much pleasure from traveling, has visited nearly every quarter of the globe, and is a brilliant conversationalist not only in English but also in German and French.

KEHLOR, JAMES B. M.—St. Louis is already important as a grain market, and its importance in this respect is found to increase, as farmers are realizing more each year the profit in wheat raising. As a wheat producing country the

territory around St. Louis is only second to the wheat-belt of the great Northwest. As a flour manufacturing center the city has already attained an eminence above the standard of the city as a wheat market, and her present position in that respect is mostly due to the brains, energy and capital of about a half dozen men, and none among them has taken a more conspicuous part in the development of the flouring industry than Mr. J. B. M. Kehlor, who has been connected with the local milling industry about thirty years.

Mr. Kehlor hails Scotland as his native land, and there, in the manufacturing city of Paisley, he was born June 6, 1842. His mother's maiden name was Elizabeth Brodice, and his father, Duncan M. Kehlor, was a prominent citizen of Paisley, engaged in the manufacture of shawls, for which the city is so celebrated. His rudimentary education was obtained in the excellent schools of his native land and finished at an English college. Being a lad of exceptionally strong mental endowments, he at the age of fifteen had made most uncommon advancement in his studies, so much so that at this time his education was considered completed and he left school to become an assistant in his father's factory.

Although his father stood ready to do anything for him and give him the best of business opportunities, he was much too ambitious to remain at home as long as the bright stories of the wonderful land across the sea were uninvestigated, and with the self-reliance and independence that are characteristic of all men who are born to succeed, he was moved with a strong desire to branch out in life for himself. Having settled upon America as the future scene of his efforts, he arrived in New York in 1859.

Having relatives in the metropolis, he made that city his temporary home until 1861, in which year he went to Milwaukee, which then gave promise of its present importance, and where one of his brothers was already located and engaged in the manufacture of paper. He became interested in this enterprise with his brother, an arrangement that existed for a year,

or until Mr. J. B. M. Kehlor saw a chance to become a mill owner on his own account. In 1862, therefore, he took charge of a flouring mill at Waterford, Wisconsin, a small town about twenty-five miles from Milwaukee. Although the mill was a small one, only having a capacity of about eight barrels a day, he made money during the short time he ran it. However, Waterford did not offer opportunities that satisfied his ambition and he determined to again make a change, this time opening a commission business in Chicago.

In 1864 he reached the conclusion that St. Louis offered better inducements as a field of operations than Chicago, and he therefore closed out his commission business and came to this city, where he established himself in the same line. Several shrewd and bold operations of a commercial nature attracted attention to him soon after opening his business, with the result that Mr. George Updike was one of the men who thus per-

ceived and properly rated Mr. Kehlor's business ability. The acquaintance thus begun led eventually to a proposition from Mr. Updike, having for its purpose the establishment of a house in New Orleans. This was done, Messrs. Kehlor & Updike entering into a partnership for this purpose, under the firm name of Kehlor, Updike & Company, the New Orleans house being considered a branch of the St. Louis establishment.

The former house did a phenomenal business from the beginning, handling more and larger

consignments than any of its competitors, receiving at one time consignments from every mill in St. Louis. Its success was entirely due to Mr. Kehlor, who had personal charge, his partners having absolute confidence in his integrity and good judgment. Notwithstanding its prosperity, the firm in 1869 concluded that it saw a better use for its capital in St. Louis, and the affairs of the New Orleans house were accordingly wound up, and the money invested in the Laclede Flouring Mill, then located at the

corner of Soulard and Decatur streets. One reason of this return to St. Louis was the ill health of Mr. Kehlor's family. In 1871 the firm entered yet further into the milling business by the purchase of the Pacific Mills on Third street, which had a capacity of eleven hundred barrels per day.

In 1873 Mr. Kehlor bought out the interest of his partners and ran the business, which had already begun to assume vast proportions for a while alone. He then ad-

mitted an elder brother to partnership, but in a few months repurchased his interest. It is an interesting fact that since coming to St. Louis, Mr. Kehlor has paid out in securing entire control of his business over a quarter of a million of dollars. Since coming to St. Louis it seems to have been his general rule to extend and increase his milling interest about every two years. This was done in 1882 by the erection of the Kehlor Mills in this city, with a capacity of 1,500 barrels daily. In 1891 this was increased to 2,700 barrels. In 1884 he pur-



J. B. M. KEHLOR.



chased the Litchfield Mill, with a daily capacity of 2,200 barrels.

Besides being the largest flouring mill owner in the West, a position he has attained solely by energy and business ability, he is president of the Citizens' Fire Insurance Company, of St. Louis, a director of the St. Louis National Bank, a director of the United Elevator Company, and for twenty-seven years has been an influential member of the Merchants' Exchange. He is undoubtedly one of the most active and able business men of St. Louis, as his eminent success testifies. He is a man of extraordinary force of character and has inherited much of the firm integrity and determination of his Scotch ancestry. He is a man who inspires confidence, and was one of the staunchest friends of the late Geo. P. Plant, and his long business connection with George Updike made of them the firmest friends.

While running the little mill at Waterford, Wisconsin, Mr. Kehlor met and married Miss Lamira W. Russ. Of this marriage three children, all girls, have been born. Connie E., is now Mrs. George Tower, Jr., while Josephine and Jessie are yet at home.

MOFFITT, JOHN S., who died May 17, 1894, shortly before completing his fortieth year, was one of the best known and most respected advocates of the New St. Louis idea, and there can be no doubt that the conscientious manner in which he discharged his semi-official duties materially shortened his life. It was his habit in business matters to attend personally to the most minute details, and no one in his employ kept longer office hours, or worked more continuously, than did he. As a wholesale druggist he ranked among the leaders in the West, and was a prominent member of the National Association, having an immense number of friends among its members throughout the entire country. For upwards of ten years he also devoted several hours a day to work designed for the betterment of the city, for the care of the poor, and also for the religious training of children. For some time he had been visibly losing

strength, but until too late he disregarded the advice of his friends and physician, who besought him to take a protracted rest, and it was not until his health actually broke down that his familiar figure was missing from his desk. It was too late then to save a life, the value of which the community now thoroughly recognizes. Nervous prostration, brought on by continued application, was aggravated by lung trouble, and the best medical advice was unavailing.

Mr. Moffitt was born in the year 1854, and was the son of Mr. William Moffitt, of Pittsburgh, Pennsylvania. Mr. Wm. Moffitt took charge of the shipping department for Mr. James Richardson shortly after the close of the war. Before the incorporation of the Richardson Drug Company, in the old days of Richardson & Mellier, John S. entered the employ of the firm as errand-boy. The natural industry and integrity of the lad commended him at once to the notice of his employers, and his advance in their confidence was rapid. Thus advancing towards the managerial department, he was, on the incorporation of the Richardson Drug Company, placed in charge of the sundries department in the old building at the corner of Fourth street and Clark avenue. Here he was in his element, and the sundries department soon assumed great importance. It was while engaged in this capacity that Mr. Moffitt became identified with so many of the movements of a public and philanthropic character, and that he became looked upon as indispensable in any movement requiring hard work and patient application.

The fire of New Year's Day, 1889, which wiped the Richardson drug house off the face of the earth caused Mr. Moffitt to look elsewhere for an occupation. His loyalty to the house with which he had been identified for so many years was great, and it was not until he was satisfied that the company had no intention of rebuilding that he determined to form a drug company himself. About six weeks after the destruction of the Richardson plant, Mr. Moffitt associated with himself Messrs. Courtney H. West, William J. Niedringhaus and Frank F. Koeneké. These four gentlemen incorporated

the Moffitt-West Drug Company, of which Mr. Moffitt became president and acting manager. As already stated, he gave to the buying and shipping departments his hourly attention, and under his care the business grew beyond all expectation. Although only five years old the Moffitt-West Drug Company has become a dangerous rival to some of its old established competitors, and the sterling integrity of its management has made it friends in every city within reasonable access of St. Louis.

Early this year Mr. Moffitt was incapacitated from work by a serious illness, from which he recovered sufficiently to be able to get into harness again for a short time. He was soon, however, compelled to give up again, his condition being obviously serious. He spent a short time at a health resort, but finding he gained little strength he returned to his home at Webster Groves, where, despite the most unremitting care he passed away mourned by his business associates and thousands of personal friends. The honorary pall-bearers at his funeral were ex-Governor E. O. Stanard and Messrs. L. B. Tebbetts, George W. Parker, John W. Kauffman and Sebeca N. Taylor, and a very large number of influential citizens were present.

In 1878 Mr. Moffitt married Miss Julia Ayton, a daughter of the proprietor of Hotel Beers. Mrs. Moffitt and a daughter, Miss Nellie, now thirteen years of age, survive him, as also do his widowed mother and four brothers and one sister, all of whom reside in St. Louis.

When it was first proposed to illuminate the streets of St. Louis during the festivities, Mr. Moffitt became chairman of the illumination committee, and year after year he raised the necessary subscription to carry out the work. When in 1891 the Autumnal Festivities Association was formed, Mr. Moffitt became by unanimous vote chairman of the finance committee, and to his able organization and hard work the unprecedented feat of raising more than half a million dollars in cash for the entertainment of strangers and the betterment of the city was largely due. His achievement has never been duplicated, and probably never will.

As a member of the board of Charity Commissioners his work was equally prominent and valuable, and his death leaves a vacancy on that important body. He was also a member of several clubs, including the Commercial, St. Louis, Noonday and the Mercantile, while his activity on behalf of the business organization known as the Paint, Oil and Drug Club was borne testimony to by a series of resolutions passed at a meeting hastily convened as soon as the sad news of his death had reached the city.

As a church and Sunday-school worker Mr. Moffitt had few equals. He acted as superintendent of different Sunday-schools, the last position of the kind held by him being at the Lindell Avenue Methodist Church. His family residence up to last winter was at 4329 Olive street, whence he moved to his pretty suburban home in Webster Groves.

Among other religious work, Mr. Moffitt was indefatigable in the interests of the Bethel Mission, and his loss will be most severely felt. At a special meeting of the trustees, the following resolutions were unanimously adopted:

*Resolved*, We record with sincere sorrow the loss we sustain in Mr. Moffitt's removal from our councils and our labor. Ever ready to perform every good word and work, his zeal and efficiency were always an inspiration to his fellow-workers in every line of duty.

*Resolved*, We extend our deepest sympathy to his bereaved family, and rejoice with them in that faith which enables us to feel that our temporal loss is his eternal gain.

*Resolved*, That these resolutions be placed upon the records of our association, and a copy of them presented to his bereaved family as a testimonial of our high appreciation of his sterling Christian character.

The Paint, Oil and Drug Club's resolutions referred to above, were equally impressive.

BIEBINGER, FREDERICK W., son of John and Elise (Steiger) Biebinger, is a native of Rhenish-Bavaria, where he was born December 18, 1831. He received a good education, principally from the schools of Mannheim, Germany.

When he was nineteen years old he became possessed with a desire to take advantage of the extended opportunities offered the young man of energy and industry in far-away America. He reached the shores of the United States in 1850, and after a preliminary investigation of the country in which he intended to make his home, and a two years' stay in Cleveland, Ohio, he selected St. Louis, which he reached October 1, 1852.

By 1855 he had succeeded so far, that in May of that year he was made teller of the German Savings Institution. This place he held until 1860, and left it to accept the position of cashier in the North St. Louis Savings Bank, where he remained until 1864. In that year the Fourth National Bank of St. Louis was organized. An offer was made Mr. Biebinger to become cashier of the new institution, and this office he held from the organization of the bank in the year above mentioned until the death of the president, Mr. John C. H. D. Block, in 1891. This event created a vacancy which was filled by the election, January 12, 1892, of Mr. Biebinger to the presidency, an office he yet holds.

His wife was Miss Sophie Koch, of this city, to whom he was married August 12, 1854. To the couple eight children were born, six of whom are yet living. They are: Emma, the wife of William H. Dittmann; Elise, the wife of Dr. Robert Ludeking; Adele, now Mrs. Charles F. Zukoski; Oscar L., cashier of the Mallinckrodt Chemical Works, who married Miss Nettie Luthy; William, teller of the Fourth National Bank, who married Miss Bertha Bodemann, and Ernst, who is unmarried. All the children live in St. Louis, except Ernst, who is in Mexico.

Mr. Biebinger's life is an exemplification of what can be achieved by a steady purpose, by industry, honesty and natural ability. He is, in the declining years of his life, generally esteemed and respected; his judgment in any financial transaction is held to be of high value, and he deserves the high place he occupies at this time in the public confidence. Coming to

St. Louis in a day when it was of comparatively little financial consequence, he has seen it grow to be the fifth city of the Union, and the most important financial center of the Mississippi Valley and the West. Through the entire history of its greatest financial growth he has been an active factor, participating in the great panics of 1857, of the war period and of 1873; being closely associated with all the phases of its growth for nearly half a century, his experience has been wide, deep and interesting—an experience that has proved of the highest value to the great moneyed institution of which he is the head. His knowledge of the exact financial standing and worth of the various firms and individuals of this city and the West is of a kind that can be only acquired by time and by opportunity such as he has had. Mr. Biebinger's ability, record and experience entitle him to the admiration and respect that the financiers and capitalists accord him; his character as a man, and his record as a citizen, make him none the less worthy of the highest public consideration and regard.

CRAWFORD, DUGALD, son of James and Janet (Weir) Crawford, was born in Argyleshire, Scotland. He was educated at a preparatory school on the Island of Bute, and when fifteen years of age he became an apprentice in a dry goods store in Glasgow, remaining for four years. A linen draper, as a dry goods man is called in Scotland, does a more limited business than the house over which Mr. Crawford is now the head, but the system in Scotland establishments is very severe, and the discipline which the man who is now one of the leading dry goods princes of the West underwent in his early life has been of great benefit to him since being in business for himself. After completing his apprenticeship Mr. Crawford secured employment in one of the largest retail establishments in Dublin, where he still further enlarged his ideas and knowledge of the business of his choice. His career in the Irish capital was a very successful one, his first work being as salesman, but later when he had attracted the



attention of his employers to his keenness and discretion, he acted as purchaser in some of the leading departments.

After three years Mr. Crawford had a mild attack of home-sickness, and returning to Scotland secured a position with Messrs. Arthur & Company, then, as now, the largest wholesale and retail dry goods house in Great Britain. Messrs. Arthur & Company recognized in the young man talent of high order, and unlimited confidence was reposed in him. He could have

easily secured a life position with the house, but he was too ambitious for such a career, and in 1856 left the old country for Canada, where he located at Toronto and secured a position as salesman in the leading dry goods house there. Later he moved to London, Canada, but in the year 1864 decided to establish himself in St. Louis, whither he accordingly came, at once associating himself with C. B. Hubbell, Jr. & Company, retail dry goods dealers, as salesman, with whom he remained for twelve months.

His next engagement was with Barr, Duncan & Company, as a salesman in the silk department. He filled this position with marked ability for about eighteen months, when he decided to start in business for himself, and accordingly severed his connection with that firm.

Those who now gaze with admiration on the mammoth establishment of Mr. Crawford's on the corner of Franklin avenue and Broadway,

find it difficult to realize that when Mr. Crawford opened up business on this corner twenty-five years ago, his store only measured twelve by fourteen feet. From the very first, customers were attracted by the remarkable cheapness of the goods offered for sale. Mr. Crawford's experience in four different countries had taught him how to purchase the very best of articles at low prices, and he was able even then to undersell his rivals to an extent which set their purchasers thinking. The career of Crawford &

Company during the last quarter of a century has been even more remarkable than the growth of the city in which it carried on its business. Eight additions have been made as occasion required, and to-day the establishment is one of the largest retail dry goods houses in the West; while those in any part of the country which equal it in size could be counted without great effort. Not a brick of the original store is standing, and all that remains to



DUGALD CRAWFORD.

connect the enormous establishment of to-day with the little store of the 60's is the ability and energy of the men at its head, the high grade of goods kept, the low prices charged for everything, and the perfect fairness which characterizes every transaction made. In St. Louis the name of Crawford is a household one; while the volume of business transacted by visitors to the city, and in response to mail orders, is simply astonishing.

Mr. Crawford is a typical Scotchman, though a loyal American, and a man whose pocket-

book is always open when called upon to assist in any good work for the betterment of the city or for the relief of the suffering. Among the large number of positions occupied by him, he is vice-president of the Bethel Association; president of the Congregational City Missionary Society; Trustee of Drury College, at Springfield, Missouri; president of the Caledonian Society of St. Louis, member of the Local Legion of Honor; and an active member of both the St. Louis and Mercantile clubs.

Mr. Crawford was married in the year 1861 to Miss Jane Forsyth, of Aberdeen, Scotland, the ceremony being performed by Rev. Dr. Topp, at Toronto, Canada. He has four children living—John F. and James M., two sons, now assisting their father in the great Broadway Bazaar, and Annie, now Mrs. D. O. Hill, of Chicago, and Jessie M. at home.

BROWN, GEORGE WARREN, was born in Granville, Washington county, New York, on the 21st day of March, 1853. He received a commercial college education at Troy, New York, after attending the public schools in his town.

Upon graduating he came to St. Louis, arriving on the 10th day of April, 1873. His first position was that of shipping clerk for the firm of Hamilton, Brown & Company. After serving only ten months in the house he became traveling salesman for them, starting on the road in the spring of 1874, being then twenty-one years of age and the first traveler to introduce the firm's goods to the western trade. He went out in the face of great disadvantages, as it was just subsequent to the panic of '73, and he found his goods better adapted to southern than to western trade, but he had the determination to overcome these difficulties and soon demonstrated his value to his employers.

He soon became impressed with the necessity of manufacturing boots and shoes specially for western trade, and of the advantages of St. Louis as a point for their manufacture, and tried to persuade his employers to begin making goods for this trade, but as they refused to adopt his ideas he, after five years' service, resigned and

taking what money he had saved, with A. L. Bryan and J. B. Desnoyers, organized the firm of Bryan, Brown & Company, for the manufacture of boots and shoes. The success of the enterprise was regarded as experimental and doubtful by their friends, as nearly one-third of the capital of the firm was put in machinery at the beginning, and all who had attempted the manufacturing of shoes in St. Louis up to that time had failed to succeed. The first five men employed in their factory were brought from Rochester, New York, and their railroad fare was paid in advance, as an inducement to them to come and make the first Rochester shoes in St. Louis.

Confronting these seemingly unfavorable prospects and conditions, Bryan, Brown & Company was successful from the start; in 1881 the firm was incorporated as Bryan-Brown Shoe Company. In 1885 the name of the company was changed to that of Brown-Desnoyers Shoe Company, and again in 1893 to The Brown Shoe Company. Mr. Brown has been president of the corporation from its beginning in 1881. This house has over forty traveling salesmen on the road, and is probably now growing more rapidly than any other house of its kind in the country. The building occupied by the firm covers two and one-half acres of floor space, one-half of which is devoted to the manufacture of shoes, and the remainder to store and office purposes.

To make the statement direct and unequivocal, their shoe plant, as a whole, is the finest and most perfect in the country, and the firm enjoys the distinction of being the father of the shoe manufacturing interest in St. Louis, as it is the oldest successful manufacturing house still in business here; and there is no doubt but that the success of this firm was the key which has opened up the present great shoe manufacturing enterprises that are now carried on in this city, which has already made it the greatest shoe market in the United States.

In 1885 Mr. Brown was married to Miss Bettie Bofinger, of St. Louis. He is still a young man.



*G. H. Perry*





JUDSON, FREDERICK NEWTON, the son of Frederick J. and Catherine T. (Chapelle) Judson, was born in St. Mary's, Georgia, on the 7th of October, 1845. His education was completed at Yale College, from which he graduated in the class of 1866, receiving the degrees of A.B. and A.M. He then taught school in New Haven, Connecticut, and afterwards in Nashville, Tennessee. He came to St. Louis, and having already applied himself to the study of law, attended the law school and graduated in 1871 with the degree of LL.B.

He next became associated with Governor Gratz B. Brown in the capacity of private secretary, which office he filled for two years, prior to his commencement of the practice of law in 1873 in the city of St. Louis. In 1874 he formed a partnership with Joseph Tatum, under the firm name of Tatum & Judson, which continued for one year.

The following two years he was alone in practice, but in 1878 formed a partnership with Hon. John H. Overall, the firm name being Overall & Judson. That business association continued until 1885, when Judge Hough entered the firm the same being changed to Hough, Overall & Judson. That business association was dissolved in 1889, and in the following year Mr. Judson joined the firm of Valle, Reyburn, Judson & Reyburn. At the expiration of one year that firm dissolved, and during the year succeeding he continued the practice alone.

Mr. Judson is a great friend of education, and

has been enabled to yield that cause able and valuable service. His first election to membership in the Board of Education occurred in 1878, which was followed by re-election in 1879, and he served continuously until 1882. He twice received deserved recognition at the hands of his associates, being elected to the presidency of the board in 1881, and again in 1882. In 1887 he was elected on the board on the general citizens' ticket. For the third time he was elevated to the presidency of that body, serving until 1889. During the years spent in this responsible position, he was always one of the staunchest advocates of honesty and economy, and a friend of progressive methods in educational affairs. As an instance of the high regard in which he is held as a practitioner in the commercial world, it may be stated that since 1883 he has held the responsible position of counsel to the Merchants' Exchange. Since 1892 he has held position of lecturer



F. N. JUDSON.

on evidence in the faculty of the Law School of Washington University.

On the 1st of January, 1892, he entered into a co-partnership with Mr. Charles S. Taussig in a general practice of the law. Mr. Judson has achieved a reputation and admitted high character in his practice in the courts of Missouri, and enjoys the confidence of the first social and business circles of St. Louis. He was married to Miss Jennie Eakin, of Nashville, Tennessee, a lady of education and refinement, and by whom he has one daughter.

OVERALL, JOHN HENRY, son of Major Wilson Lee and Eliza Ann (Williams) Overall, was born in St. Charles county, Missouri, March 28, 1845. His father was a native of Tennessee, but moved into Missouri when a young man, and in 1812 entered the United States army from the latter State. His mother was a very talented lady and a very able newspaper writer, being, in fact, the first lady editress of whom there is any record. She died at St. Joseph, Missouri, in 1880. The subject of this sketch was educated at the University of Missouri, at Columbia, where he graduated with honors in 1865.

Coming to St. Louis he took a course in the Henderson and Stewart Commercial College, and then went to Jefferson City, where he read law with the Hon. E. L. Edwards and afterwards with Henry & Williams, at Macon, Missouri, and was admitted to the bar in July, 1866. Before commencing to practice he entered the law department of Harvard University, where he graduated in 1867. Returning to St. Louis he spent four months studying court procedure and the statutes and code of the State, and then located in Macon City, Missouri. In 1868 he was elected circuit attorney of the Second Judicial District of Missouri, a position he resigned in 1872, in order to accept the position of dean of the law school in connection with the State University, of Columbia. He organized this school successfully, but was compelled to resign the deanship owing to ill health, and was succeeded by Judge Philemon Bliss.

He remained in Columbia until 1874, and on the death of Fidelo D. Sharp, partner of Colonel James O. Broadhead, he became a member of the firm, continuing a partner of Mr. Broadhead until 1878, when the firm of Overall & Judson was created. On January 1, 1885, Mr. Hough was taken into the firm, which became known as Hough, Overall & Judson. The co-partnership continued for five years, when it was dissolved and Mr. Overall has been in practice alone ever since. His ability as a lawyer has earned him a reputation throughout the West, and the cases he has handled include some of the most important ever tried in Missouri.

He was acting vice-president of the Board of Police Commissioners for the city of St. Louis under Governor Francis' administration, and presided over the majority of the meetings of that board, his colleagues being Messrs. Charles H. Turner, George H. Small, and David W. Caruth. His administration was, throughout fearless and vigorous. The police found in him a friend in every difficulty which had arisen from their determination to carry out the law fearlessly and without favor, while he was extremely severe in every case where favoritism was shown or duty neglected. In short, Mr. Overall enforced on the police board the same principles of stern justice and honest work that have made his career so famous, and made him such a conspicuous ornament to the city in which he has resided nearly the whole of his life.

He is now about forty-seven years of age, in the full enjoyment of health, and in possession of industry and love of work seldom found in any profession, and still less frequently among men who have made their mark in the world, and are so entitled to retirement from active work as the subject of this sketch. His name is regarded with much respect in St. Louis, and is looked upon as a guarantee of the good faith of every enterprise with which it is connected.

He married in January, 1874, Miss Mary Rollins, daughter of Major James S. Rollins, of Columbia, Missouri, and has four children living—Florence, John, Adele and Sidney.

STEWART, ALPHONSO CHASE, was born at Lebanon, Tennessee, August 27, 1848. His parents were Alexander P. and Harriet Byron (Chase) Stewart. His father was a graduate of West Point, and at the beginning of the late civil war entered the Confederate army, with the rank of major of artillery, and was afterwards promoted to the rank of major-general and then to lieutenant-general, taking part in the battles that took place in Tennessee and Alabama, and was reckoned a brave and efficient commander. His mother was a relative of Salmon P. Chase, late chief justice of the United States Supreme Court.





*Geo H. Overall,*



He was born at the house of Hon. Robert L. Caruthers, one of the most distinguished lawyers and jurists that ever adorned the bar and bench of Tennessee, and who was governor and a judge of the Supreme Court of that State.

At the age of fourteen years Alphonso C. entered the Confederate army. He afterwards received a very thorough education, beginning in the school of Nathaniel Cross, at Edgefield, Tennessee, then attending the Alabama Military Institute at Tuscaloosa, Alabama, and then entered the Cumberland University, located at his birthplace, graduating therefrom in 1868, with the degree of Bachelor of Laws. Not yet having attained his majority he could not be admitted to the bar, and remained at the law school of the university for another year as a post-graduate, and presided as judge of the university moot court.

In 1869 he was admitted to the bar and began the practice of law at Winchester, in partnership with Tobias Turney (Turney & Stewart) brother of Judge Peter Turney, now judge of the Supreme Court of Tennessee. After one year this partnership was dissolved and he continued the practice alone for a year, when at the solicitation of Hon. Sylvanus Evans, a prominent lawyer of Mississippi, who had offices at Meridian and Enterprise, he removed to the latter place and took charge of the legal business there, but not in equal partnership. At the end of the first year, however, Mr. Evans offered him an equal partnership for the period of five years, which he accepted. The style of the firm was Evans & Stewart, and it was one of the leading law firms in the State.

At the expiration of two years this partnership was dissolved by mutual consent, and Mr. Stewart came to St. Louis and pursued his profession for a year alone, when he formed a partnership with Hon. Charles King and Judge J. W. Phillips, under the firm name of King, Phillips & Stewart. This partnership ended at the expiration of six months. Mr. Stewart and Judge Phillips then associated themselves together, and did an extensive business in the civil courts, their practice being largely confined to

the corporation and commercial law. They were the general solicitors for the Texas & St. Louis Railway and the St. Louis, Arkansas & Texas (Cotton Belt) Railway, and counsel for the St. Louis Cotton Compress Company. In connection with their law business they conducted a collection department, which did a large business. They represented the first mortgage bondholders in the celebrated Wabash, St. Louis & Pacific Railroad receivership case, which resulted in the foreclosure and reorganization of that corporation. They were also attorneys in the suit in which it was first decided by an appellate court in Missouri that a corporation had the right to make a general assignment for the benefit of its creditors.

The partnership of Phillips & Stewart continued until November 1, 1890, when it was reorganized by the admission of Edward Cunningham and Edward C. Elliot, under the firm name of Phillips, Stewart, Cunningham & Elliot.

When the St. Louis Trust Company was organized in October, 1889, Mr. Stewart was made secretary and counsel of the company, and held both positions until January, 1891, when finding the labor imposed by them too onerous, he resigned the office of secretary. He is still counsel for the company.

Mr. Stewart is connected in one capacity or another, either as attorney, stockholder or director, with the following corporations, besides the St. Louis Trust Company: the St. Louis Cotton Compress Company, the Schultz Belting Company, the Merchants' Life Association of the United States, the Southwestern Improvement Association, and the Jasper County Electric Power Company.

Entering upon the active practice of his profession when barely twenty-one years old, his life has since been an exceedingly busy and laborious one, and he has attained a prominence at the bar and in business and financial circles that marks him as a man of unusual ability. He is scholarly and refined in his tastes, and devoted to his home and family circle.

Mr. Stewart was married in July, 1873, to



Miss Elizabeth Smith, daughter of Samuel Smith, of Winchester, Tennessee, one of the most prominent and reputable citizens in that section of the State. They have two children—Samuel Smith and Harriet Chase.

**BROCKMAN, PHILIP.**—There are few more popular men in St. Louis than Mr. Philip Brockman, and fewer still have earned the love and esteem of their fellow-citizens by such disinterested generosity. Mr. Brockman is to the front in every movement designed to help the city or any section of its inhabitants, and while he gives freely to all public subscriptions he also gives away thousands of dollars in a quiet manner.

He is the son of Casper and Christina (Ebke) Brockman, and was born on a farm near Osna-bruck, Northern Germany, on March 30, 1841. He was educated in the public schools near his home, and did some little work in the same locality. The love of liberty and hatred of tyranny was strong, as it is in all men endowed with a virile manhood. His pride of manhood and his knowledge of his natural rights would not permit him to submit to the tyrannical and humiliating military laws of his land, and at the age of nineteen he left it to come to America and map out a career for himself in the New World of promise. While he left Germany, it was not so much to escape military service as to preserve his natural rights, and this is evinced by the fact that he was one of the first to volunteer on the breaking out of the rebellion. He landed at New Orleans, November 28, 1860, proceeded almost immediately to St. Louis, and enlisted in the Fourth Missouri Cavalry. Later he joined the Second Missouri Artillery.

He served until 1864, when he finally broke down from exposure and privation and was mustered out. He returned to St. Louis, and on his health being restored he went to Rohers' Commercial College, where he took a full course in mercantile tuition. On leaving school he secured a position as book-keeper for Sylvester Freeman, in the wholesale grocery business. He remained with Mr. Freeman for one year, and on that gentleman selling out he became book-

keeper and cashier for Messrs. Teichman & Company, for whom he worked faithfully and zealously for fourteen years. In 1879 he started in business for himself, established the firm of Brockman & Company, and did a large and prosperous commission business until the year 1890, when it was deemed advisable to incorporate the firm, which became known as the Brockman Commission Company.

The company does a very large business in general commission work, making a specialty of all kinds of grain, and more especially barley, the firm handling more barley than any other commission house in the West. It is also interested in a large number of elevators in Nebraska, on the Union Pacific Railroad, and receives enormous shipments of grain from these points from time to time. Partly in connection with his business, and partly in pleasure, Mr. Brockman has traveled very extensively, having visited all the leading points of Europe.

Mr. Brockman is a member of the Merchants' Exchange, having been admitted to membership in 1879. He served on the Board of Directors during the year 1890-91, and in the former year was nominated for the presidency, but resisted strong pressure and declined to serve, preferring to devote his whole attention to the business of his house, and to give a loyal support to any member of the Exchange who might receive a majority of the votes. He has taken a prominent part in the policy of the Exchange, and was a leader in the movement which succeeded in defeating the proposition to purchase the Planters' House site for a new Exchange building.

Mr. Brockman is a member of the Legion of Honor, and also of the Blair Post, G. A. R. He is a very loyal Unionist, and is highly respected by those who fought with him in defense of the Union, thirty years ago. He is also connected with the Royal Arcanum, Liederkranz, the Odd Fellows, and Fair Grounds Club, and director in the Chemical National Bank.

He married, March 4, 1869, Miss Emma Rhode, of St. Louis, and has had seven children, five of which are living, the oldest of whom, Arthur, is secretary and treasurer of the



*J. P. D. K. K. K.*





commission company established by his father. Another son, William H., died November 1, 1892, while in charge of the Omaha branch of the Brockman Commission Company, and the other children are Annie, Nellie and Philip.

GRISWOLD, J. L., son of William D. and Maria (Lancaster) Griswold, was born in Kentucky in 1843, and was reared in Terre Haute, Indiana, where his father had settled in 1837, and was the law partner of J. P. Usher, Secretary of the Interior under Abraham Lincoln. Mr. Griswold, Sr., then went into railroad building and afterwards in the management of same. J. L. Griswold attended college at Williston Seminary, East Hampton, Massachusetts, completing his education and returning home in the year 1861, just after the breaking out of the war. His father was at that time president of the St. Louis, Alton & Terre Haute Railroad, and young Griswold went into

his office to learn the business. The road is now a portion of the "Big Four" system, and on the reorganization, in 1864, Mr. Griswold, Sr., became president of the Ohio & Mississippi Railroad.

The subject of this sketch was appointed by his father, pay-master of the road, and he held the position until he attracted attention to his obvious ability, when he was appointed superintendent of the western division extending from Vincennes, Indiana, to East St. Louis. He filled the position so well and inaugurated so

many reforms, that he was shortly afterwards elected by the board of directors, general superintendent of the entire road, occupying the position for four years. The gauge of the Ohio & Mississippi road was at that time six feet wide, and it was during Mr. Griswold's administration that the gauge was changed to standard gauge, the very difficult work of completing the change without suspending traffic being completed in July, 1871. Railroad men were unanimous in their praise of Mr. Griswold for the able manner

in which he had arranged this matter, and he was warmly congratulated by the directors at the time, the entire change of track on the line between St. Louis and Cincinnati having been completed in the marvelously short time of eight hours, a distance of 340 miles.

Retiring from railroad work he associated himself with Mr. H. S. Clement and Mr. Charles Scudder, and leased the Lindell Hotel, which was furnished in high style and

opened in 1874. In June, 1881, Mr. Griswold also retired, selling his interest in the Lindell to Mr. Scudder and Mr. Henry Ames, and purchased the Laclede Hotel, the real estate becoming his own property. He has since devoted ten of the best years of his life to improving and beautifying the hotel. He has laid out upwards of \$85,000, with the result that the Laclede is now among the most popular hostelryes of the West, and one of the best hotels in St. Louis. Mr. Griswold attributes much of the popularity of the hotel to the



J. L. GRISWOLD.

faithfulness and hard work of his very popular business associates, Mr. Wesley Austin and Mr. Alex. C. Howard. In addition to this hotel enterprise Mr. Griswold has been connected with several local enterprises. He is a shrewd and careful buyer of real estate, and some of his investments have been highly successful.

He married in the year 1875 Miss Emily W. Adae, of Cincinnati, Ohio, and has one daughter, Miss Nellie Griswold.

LIONBERGER, JOHN R.—“The evil that men do lives after them,” we are told, with the cynical addendum that “the good is oft interred in their graves.” Fortunately, there are many and notable exceptions to this unfortunate rule, and one of these will be found in the case of Mr. John R. Lionberger, whose long and useful career was terminated by death shortly before this work went to press. During the last thirty years he was identified with important enterprises of almost every description, and for upwards of a quarter of a century he was a power for good in St. Louis in an immense variety of ways. When the grave closed over his mortal remains on May 20, 1894, it could not possibly efface either the memory of his example, or the influence of his enterprise and honest work.

He died a very wealthy man, but he was never a money-hoarder. When approached for a subscription to any good cause, he reached promptly for his check-book, and it is believed that his annual contributions to charitable movements approximated, if they did not exceed, \$25,000. Most of his wealth was invested in and around St. Louis, and, indeed, much of it was the result of his promptness to realize that the St. Louis of before the war was but the nucleus for a great metropolitan city.

John Robert Lionberger was born in Virginia, on August 29, 1829. His father was descended from a well-known German family, and his mother belonged to an English-Scotch family which stood high in Virginia. When the subject of this sketch was but eight years of age his parents moved west, locating in Boonville, Cooper county, this State. After attend-

ing the local common schools, John Robert entered Kemper's Academy in the town of his parents' adoption, and subsequently took a classical course at the State University at Columbia. Leaving college well equipped for a professional career, he preferred to follow in the footsteps of his father, who was a successful merchant, and for some years he was engaged in business in Boonville.

For a time the Cooper county trade was satisfactory, but feeling that he was capable of better things he decided to move to the leading city in the State, and five or six years before the outbreak of the war he moved to St. Louis, with which he was connected for nearly forty years. In 1855, almost immediately on his arrival here, he established the wholesale boot and shoe house of Lionberger & Shields, on Main street. The partnership lasted about two years, when Mr. Lionberger purchased the interest of Mr. Shields and for some time managed the business as sole proprietor, under the style of John R. Lionberger. Subsequently junior partners were admitted, and the firm became known as J. R. Lionberger & Company, under which title it flourished until 1867, when he retired, leaving to his associates a well-established and prosperous trade, and having made for himself a fortune and reputation for rectitude and business sagacity of which a man of twice his age might well have been proud.

If his original intention in retiring was to rest from his labors, the idea was speedily abandoned, for he at once became actively connected with enterprises of great public importance and promising much to the city. All the great projects for the past twenty-five years had his earnest and energetic support. He was always to the front in developing the transportation system of St. Louis, and was especially prominent in the affairs of what was then known as the North Missouri Railroad. When the fortunes of that road were at a low ebb, the company with which he was identified took over the road and completed it to Kansas City and the Iowa State line. If he did not actually suggest the building of the big bridge, he was among the first to subscribe freely to the project, and the

absolute necessity of a bridge connecting the Missouri and Illinois banks of the Mississippi was a subject of never-flagging interest to him. When all hope of constructing the great highway across the river was apparently abandoned he injected new life into the enterprise, and rejoiced heartily when it was completed and the bridge formally declared open for traffic.

Mr. Lionberger was one of the organizers of the old Southern Bank, and was for many years its vice-president. In 1864 this bank became the Third National, and three years later he became its president. In 1876 he visited Europe in search of rest and change, and returning in 1878 he retired from the presidency, but consented to act as vice-president. Four years later, after twenty-five years connected with the bank, he retired, leaving the active work in the hands of younger men. He was also one of the chief promoters of the St. Louis Safe Deposit and Trust Company, now the Safe Deposit and Savings Bank, and was a director and large stockholder in this corporation when he died. He had similar relations with the Merchants' National Bank, as well as being an extensive holder of Bell Telephone stock, and for a number of years had served that company as vice-president.

Altogether, Mr. Lionberger was connected with about eighty prominent companies during his business career, serving on the board of most of them. It is impossible to enumerate all of these, but some of the most important must be mentioned. He was a large stockholder in the Missouri Railroad Company (the Olive street cable), vice-president of the old St. Louis Gaslight Company, and president of the Carondelet Gas Company, and for twenty years president of the People's Railway Company (the Fourth street cable), resigning that position in 1884.

He reorganized the Union Depot Elevator Company, and was its president until 1889, about which time he became identified with the United Elevator Company, and was a director in that company at the time of his death. In addition to these local holdings, he was a large

owner of Granite Mountain stock when that company was at the height of its prosperity, and also of Hope mining stock. When he sold out his mining shares he invested heavily in water-works plants at Atchison and Wichita, Kansas, and Fort Worth, Texas. Large interests in these plants will be inventoried in his estate, as well as considerable of the stock of the Montana Cattle Company, in the Yellowstone country, of which he was president at the time of his death. His St. Louis realty alone was valued at nearly half a million dollars.

Mr. Lionberger was the first president of the St. Louis Clearing House, and a director of the Chamber of Commerce Association of St. Louis, and a member of the building committee which supervised the erection of the Merchants' Exchange. He was also a member of the Board of Trade, and served it in many honorable and useful capacities.

Until 1891, no amount of hard work affected the robust constitution of this mercantile and commercial leader, but during that and the following year he visibly lost strength. In December, 1892, he suffered a general nervous breakdown, complicated by functional derangements which refused to yield to the most careful attention and medical skill. Diabetes was ascribed as the immediate cause of death.

In 1852 Mr. Lionberger married Miss Margaret M. Clarkson, of Columbia. Four children survive Mr. Lionberger, whose estimable wife died in 1882, since which time he has resided in his Vandeventer place home with his daughter, Miss Mary. His other daughters are Mrs. John D. Davis and Mrs. Henry S. Potter, and his son, Mr. Isaac Lionberger, is also a resident of St. Louis.

Several bodies passed resolutions of respect for the deceased, and the following extract from the minutes of the Merchants' National Bank may be quoted as but a sample of many others:

WHEREAS, Death has removed from our board our honored fellow-member, Mr. John R. Lionberger, and has terminated the pleasant association which we enjoyed with him; and,



WHEREAS, We desire to put on record this memorial of the esteem and warm regard in which we held him; therefore, be it

*Resolved*, That the board of directors of the Merchants' National Bank recognized in Mr. Lionberger a man of exceptional usefulness to this community. He was a man who loved business for the sake of business, and not with exclusive regard to the profits accruing from it. From such men are made merchant princes. He was distinguished for his uniform courtesy and gentlemanly bearing, and for a kindness which was particularly evinced to the young and friendless; and, lastly, he was a citizen who promptly responded to the calls of public duty, and to all efforts for the promotion of enterprises which redounded to the benefit of the city, and was always ready to meet the demands of private charity. Be it further

*Resolved*, That this board shall attend the funeral in a body as a mark of our respect for his memory.

WEST, THOMAS H., president of the St. Louis Trust Company, was born in Henderson county, Tennessee, in July, 1846, and is therefore in the prime of a vigorous manhood. His chief inheritance was the sterling worth of an ancestry of strong characters and courageous energy. His father, John West, was a prominent and honored citizen of that locality, and his mother, Martha (Ashcraft) reared him in the principles of integrity and generous notions. His education was acquired in his native State, and at the age of nineteen years he removed from Tennessee. Soon after, he located in Louisville, Kentucky, where he secured a position in a wholesale dry goods house as traveling salesman.

After an experience of four years in that business, he bought an interest in a hardware house, in which he continued for about two years. About that time his father, who had been engaged in the cotton business, died, and the subject of this sketch became his successor. So, in 1870, he removed to Mobile, Alabama, where he continued in the business of handling cotton until 1880; having, in the meantime, opened

a branch house in New Orleans, Louisiana. He was compelled to leave Mobile on account of the fever epidemic of 1880, and coming to St. Louis, established himself in business in this city. Branch houses, however, were continued at Mobile, under the firm name of Allen, Bush & West, and in New Orleans under the name of Allen, West & Bush, being subsequently incorporated as the Allen-West Commission Company.

In October, 1889, the St. Louis Trust Company was organized and incorporated, upon a capitalized basis of \$2,500,000, which has since been increased until it now has a capital of \$3,000,000, and its stock selling at par with only fifty per cent paid in. At the request of the directors, Mr. West accepted the presidency of that great institution. Since that time he has given nearly his entire attention to its management. Associated with him, as directors, are the following well-known gentlemen, who constitute one of the strongest combinations in the country: John T. Davis, Daniel Catlin, Samuel W. Fordyce, Adolphus Busch, Henry C. Haarstick, William L. Huse, Charles D. McLure, Alvah Mansur, Edward S. Rowse, John A. Scudder, Edward S. Whitaker, E. C. Simmons, E. O. Stanard and J. C. Van Blarcom.

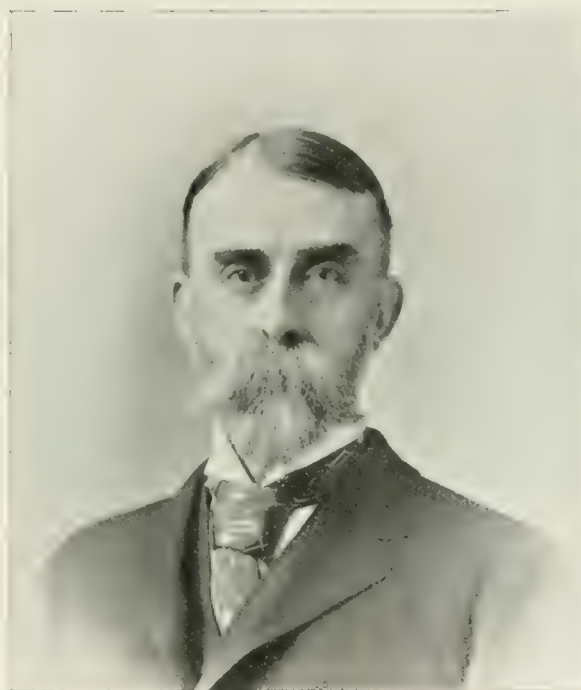
The company is officered as follows: Thomas H. West, president; Henry C. Haarstick, first vice-president; Jno. A. Scudder, second vice-president; John D. Filley, secretary, and A. C. Stewart, counsel. John T. Davis, Sr., was first vice-president up to the time of his death.

Such are the interesting and leading features of an active, useful life that is being rounded out to an honorable career as a portion of the commercial and financial history of St. Louis.

BACON, WILLIAMSON, president of the Tyler estate, and also a director of the Mississippi Valley Trust Company, is one of the reliable mercantile leaders of St. Louis. For the last ten or twelve years his realty interests in this city have been enormous and he has so attended to them as to greatly enhance their value and revenue producing qualities. He is looked upon

by the local commercial world as an exceptionally safe man, and his advice is sought very freely when important questions arise needing prompt action. Mr. Bacon fortunately combines energy with conservatism, and hence, while he is always ready to engage in a new venture, he seldom becomes identified with anything that does not prove exceptionally profitable.

Like so many Missourians, Mr. Bacon claims Kentucky as his native State. His father, Mr. Charles P. Bacon, and his mother, Mrs. Caroline (Castleman) Bacon, were both members of well-known blue-grass State families, and the subject of this sketch was born in Louisville on November 25, 1837. He attended the Louisvilleschools for some years and then entered Shelby College, Kentucky, where he received a very high-class education, which has proved of great value to him in conducting the very important financial transactions which have been entrusted to him with so much confidence.



WILLIAMSON BACON.

When twenty-three years of age Mr. Bacon established himself in Louisville as a wholesale grocer. He met with success from the start, but soon realized that the Kentucky city did not, especially at that time, offer sufficient inducements in the way of trade connections and facilities for a business of the magnitude he proposed conducting. Like all southern cities, Louisville suffered from the uncertainty caused by the war, and by the interference with trade from northern States. Feeling that this hindrance might have serious results, Mr. Bacon de-

cided to move to New York, and in 1863 he established himself as a coffee trader in the metropolis of the United States. His business grew very rapidly, but he gradually abandoned the coffee trade in favor of stocks and bonds, and in 1880 his business in this line became exceedingly large.

Shortly afterwards circumstances led to his locating in St. Louis, an event of great importance to the city, and one which business and real estate men heralded with no little satisfaction. In 1861, shortly after his first entering into business, Mr. Bacon had married Miss Alice Tyler, daughter of Mr. Robert and Mrs. Mary L. Tyler, and he thus became interested in the great Tyler estate. On the death of Captain Silas Bent he was urged to take charge of this estate, and he finally consented to relinquish his New York business and do as desired.

On arriving at St. Louis he organized the Tyler estate into a corporation, of which he became president. The way in which he has managed the estate and conducted the affairs of the company is beyond criticism; and among other results of his administration, the placing on the market of a large quantity of eligible building sites may be specially mentioned. He has not, however, confined his entire attention to this estate, engrossing as its cares have been. As already mentioned, he is a director in the Mississippi Valley Trust Company, forming a member of one of the wealthiest and most reliable boards ever elected by stockholders in any cor-

poration. He is also a director in the Crystal Plate Glass Company, one of the largest glass concerns in the world, and in addition has taken great interest in the development of the town of Madison, Illinois, being a director and large stockholder in both the Madison Car Company and the Madison Equipment Company.

Mr. Bacon is now in his fifty-seventh year and in the enjoyment of excellent health. Many years of usefulness are still before him, and in the development of St. Louis in the early future he is certain to take a very prominent part.

Mr. Bacon has been a student almost all his life. After leaving college he continued his education for some years by private study, and he is an exceptionally well-informed man.

STEEDMAN, DR. I. G. W., is a native of South Carolina, and was born in Lexington county of that State, in the year 1835. High courage, great strength of character and strong and sound native mental faculties, are marked characteristics of Dr. Steedman, and indeed of all his family and ancestors. His high qualities as a soldier, citizen, and scholar, have been rightly inherited from his ancestors, who, under General Washington, Hampton, Sumter, and Marion, fought for and assisted in establishing the freedom of the American colonies. These ancestors were of the best blood of South Carolina; and his immediate living relatives have all done their share toward maintaining the family reputation, and are all men who have well performed their every duty in life. The Steedman blood had a war-like tendency, and several of these made good records as soldiers.

At the age of seventeen, after a thorough academic training in the lower schools, the subject of this sketch in 1852 entered the South Carolina Military Academy, on whose register the names of no less than six members of the Steedman family are enrolled. Of these were Colonel J. M. Steedman, who was a double first cousin to our subject, who was a graduate of 1854, and who served gallantly in the army of Northern Virginia throughout the war, escaping

death and injury in battle to be finally assassinated by negroes at his home in Lexington. Captain S. D. Steedman, a brother of the Doctor, was a graduate of the class of 1862, was adjutant to the close of the war of the First Alabama Regiment, shared two years' imprisonment with his brother, is now a resident of Texas and has recently been judge of the Grayson county, Texas, court. Another brother was Lieutenant N. W. Steedman, who graduated in the class of 1864, who was a lieutenant in the Confederate service up to the close of the war, and after peace was declared took up his residence in Grayson county, Texas, where he died about 1885. Furthermore, two younger brothers are undergraduates of the academy, having served a cadetship of one and two years, respectively. Dr. Steedman's father, Reuben Steedman, was born in Lexington, South Carolina; his mother, Elizabeth Fox, is a native of the same place; they are both living at ripe old ages, and residents of Texas for twenty years past.

Having determined to adopt the practice of medicine as a profession, after his graduation from the South Carolina Military Academy, in 1856, he entered the South Carolina Medical College, at Charleston, where he took his first course. His next step was to go to New Orleans, where he took two additional courses at the medical colleges and received his diploma from the Medical Department of the University of Louisiana. Having graduated in 1859, he at once began the active practice of medicine and surgery in Wilcox county, Alabama, in the heart of the cotton belt. His practice had only fairly been started when it was broken up by the civil war.

Dr. Steedman's sympathies were with the South, and he soon determined to actively espouse her cause. He relinquished his practice, raised a company of one hundred young men, and this was the beginning of a most interesting military career. Of this company he was at once made captain, and offering his services to the Confederate army, with his company was ordered to Barrancas barracks, on Pensacola Bay, Florida. He was soon made colonel of the First Regiment Alabama Volunteers, and as





*J. G. W. Steedman*



such had command of Fort Barrancas during 1861-62, within which time it withstood two bombardments from Fort Pickens and the Federal navy. In 1862 the First Alabama was recruited to its full strength—1,000 men, and in March of that year was ordered to Island No. 10, Mississippi river, to support the left flank of the Shiloh army. The regiment was placed in charge of the heavy batteries on the riverbanks, where for six weeks it withstood a heavy bombardment from the Federal army and gunboats, and then was compelled to surrender. Colonel Steedman, suffering with a double pneumonia, was put aboard a steamer and taken to St. Louis and put in prison in McDowell's College, Gratiot street. In May, 1862, he had so far recovered that he was able to be transferred to the prison at Camp Chase, near Columbus, Ohio. He was given parole to the limits of Columbus, and after a few months was sent to Johnson's Island in Lake Erie, where, acting on the request of the 3,200 officers there imprisoned, Dr. Steedman was by the Federal authorities, placed in charge of the hospital within the prison walls. After stay of four months at Johnson's Island, Colonel Steedman was exchanged at Vicksburg in October, 1862. By the end of the following month had recruited his old regiment to a thousand men, and was placed in command of the left wing of the fortifications at Port Hudson, on the Mississippi river, and here he participated in the midnight bombardment that took place when Farragut's fleet attempted to pass the fortifications. In May, 1863, the siege of Port Hudson began, and continued until July 8, when the garrison, reduced by death, wounds, sickness and starvation, from 8,000 to only 3,000 efficient men, surrendered to 30,000. Colonel Steedman, again taken prisoner, spent the balance of the war in no less than ten Federal prisons. As the Federal authorities had stopped the exchange of prisoners, he was not released until June 28, 1865, at Fort Delaware. Colonel Steedman had then been in the army four years and four months, two years and a half of which he had spent in prison. He had never received leave of absence during

this time, and his protracted imprisonment alone prevented the promotion which he deserved, and which he certainly would have received could he have been exchanged.

Although it was as a prisoner of war that Colonel Steedman got his first view of St. Louis, he was very favorably impressed with the city. One factor of this favorable impression was a young lady whom he first met while a prisoner. She was Miss Dora Harrison, daughter of James Harrison, who lived opposite the old McDowell Medical College, situated on the northeast corner of Eighth and Gratiot streets, and which had been turned into a military prison. Miss Harrison and family administered to the wants of the prisoners then confined in the old college. After his final parole from Fort Delaware he again visited St. Louis a free man, and in October, 1865, he and Miss Harrison were married. He then determined to make St. Louis his home, and here in 1866 he again assumed citizenship and resumed the practice of medicine. In this he was successful. In 1880 he concluded to retire from practice and devote his time to his growing business investments. In order to more readily break away from his practice, he and his family visited Europe, remaining abroad a year, putting his three young sons in school in Paris.

Since his return in 1881 he has devoted much of his time to business investments, and he is a busy man of affairs, and as stockholder, director, or officer, he is interested in a number of business enterprises. One thing to which he devotes special study is the development of electric traction and locomotion, which he wisely considers pregnant with great possibilities. Notwithstanding his other duties, the Doctor finds much time to devote to scientific research, and has never ceased to be an enthusiastic student. He has a taste for the natural sciences, and has an eight-inch reflecting telescope mounted on top of his residence. He takes a deep interest in the work of the Missouri Fish Commission, and was its chairman for eight years, but resigned in 1889. The breadth and liberality of his mind are constantly exhibited, and in no more striking manner than the friendship he has mani-



fested in higher education. He has shown this belief practically by the excellent manual training and university education he has given to his three sons. Although he has given up active practice he is a member of several of the medical societies and keeps in constant touch with the advance of medical science. And finally, it may with truth be said of Dr. Steedman that 'as a soldier his career has been distinguished by courage; that as a physician he was skillful; that as a citizen he is a benefactor of his fellow-men; as a scholar his learning is profound; the whole crowned with the fruitage of honorable success in life.

WILLIAMS, EUGENE F., the vice-president of the Hamilton-Brown Shoe Company, has a record that is an encouragement to any aspiring young man who means to win success in business pursuits, and a biography which, although brief, may be read with profit, showing, as it does, what pluck, industry and brains will accomplish. Mr. Williams started out on his commercial career as a clerk in a store carrying a stock of general merchandise, at Savannah, Tennessee, at the munificent salary of fifty dollars per year, or less than a dollar per week. Although the salary was so small, he did his work as well and faithfully as though he were receiving the best of wages. In fact, he did his best; and that inclination and power to apply all his energies to the accomplishment of every enterprise he undertakes, is the key-note of his success.

Mr. Williams is the son of Benjamin F. and Mary F. (Garner) Williams, and was born in Lowden county, Mississippi, April 6, 1851. He received a public school education from the school at Siloam, Mississippi, and at sixteen years of age accepted the situation above mentioned in the store at Savannah, Tennessee. Here he remained just a year, and then concluded that his services were worth more than one dollar per week, and he accordingly resigned his position and returned to Lowden county, Mississippi, where he secured a clerkship in a dry goods store. Here he remained for three years,

applying himself assiduously to the work of gaining the mercantile experience he so much needed. Ambition, as well as industry, was always one of his marked characteristics, and at the end of the three years he determined to seek a wider field of labor. He accordingly came to St. Louis. The first position he secured was with Hamilton & Brown, which then (about 1872) was comparatively small, and had not attained the present immense proportions of its successor, as one of the largest shoe manufacturing concerns in the world. Their ability to properly estimate men, as well as measures, has been a large element of Hamilton & Brown's success, and as they shrewdly saw at once the young Mississippian's commercial worth, they gave him a line of samples and sent him out on the road.

Almost the first trip demonstrated that his employers had not been mistaken in their estimate of him. Possessed of an excellent address and an affable manner, he showed himself admirably adapted to this line of business, and during the time he was on the road succeeded in greatly extending the connections of the house. In fact, he proved himself of such marked value to the house, that after four years' service on the road he was admitted to an interest in the firm, which then became Hamilton, Brown & Company. In December, 1883, it was incorporated as the Hamilton-Brown Shoe Company, and Mr. Williams was elected vice-president. Considering his youth, this action was a compliment of a high order to his abilities, and without precedent in the wholesale shoe trade of the city, but it was a step that the firm has never found reason to regret, for the other members of the house take pleasure acknowledging that his connection was quite an acquisition to the business, and that the standing and success of the house to-day is largely due to his industry and keen business ability.

Although young in years, his judgment and powers are fully matured, and he is to-day a man of high standing and influence in the community, and a man who is looked upon with respect, and whose word has weight and au-



*E. F. Williams*





thority. Such men are in great demand on the directory of various companies and other organizations. Besides being vice-president of the Hamilton-Brown Shoe Company, he is vice-president of the National Bank of the Republic, and a director in several other mercantile companies. He has taken a deep and active interest in advertising St. Louis, and his good work was recently recognized by his election as a member of the Commercial Club. He is a director of the Mercantile Club, and of the M., K. & E. R. R., as well as vice-president and treasurer of the Pitchfork Land and Cattle Company. He is also a member of the transportation committee of the Mercantile Club, and of the governing board of the Jockey Club. Although he has been off the road for a long time he is still very popular among the members of the Western Commercial Travelers' Association, of which organization he is still a member.

On the 22d day of December, 1880, Mr. Williams was married to Miss Georgia O'Neal, daughter of (ex-Governor) E. A. O'Neal, a handsome and very popular young lady of Florence, Alabama.

WOLFF, EDWARD BATES.—A young man gifted both by nature and education as a successor of his able father, and amply qualified to carry forward to a still higher plane of success the business established by the latter, is Edward Bates Wolff, the senior member of the firm of M. A. Wolff & Company. He is a native of St. Louis, where he was born September 6, 1856. Through his grandfather on his father's side he is of Polish origin, as the former was descended from a Polish family which came from England to the United States at an early day. His grandmother on the same side of the house bore the name of Franklin, and was a descendant of the great philosopher of that name.

In 1842 the grandfather, with his family, came by boat from Louisville, Kentucky, to St. Louis. Marcus A. Wolff, the father of the subject of this biography, being at that time eleven years old. The name of Marcus A. Wolff is inextricably woven into the history of St. Louis,

where he struggled against poverty and untoward circumstances, and won a success that made him conspicuous as one of the able men of the metropolis. Especially is his name identified with the history of the real estate business of the city, in which line he must be considered one of the most advanced pioneers. He was wholly a self-made man, and one of the noblest specimens of that type which has played such a conspicuous part in the development of America. Of his marriage in 1852 to Miss Eliza J. Curtis, several children were born, of whom Edward B. is the second.

Edward began his education in the public schools, finishing his common school education at the High School in 1873, his next educational step being to enter Washington University, from where he graduated with honor in 1875. While still a student in the university he reached the conclusion that his tastes inclined him to the law, and as a result soon after his graduation he began the study of law at the St. Louis Law School, from which he received his diploma in 1880. After his admission to the bar he began practice, and during the five or six years which followed he succeeded in establishing an enviable reputation as an able and successful young attorney. He first formed a partnership with that celebrated attorney and orator Britton A. Hill. Upon the dissolution of this firm, Mr. Wolff formed a partnership with Frank J. Bowman, and subsequently entered into a like arrangement with John O'Grady, the well-known railroad attorney, this partnership continuing up to 1885.

In 1885, on account of failing health, his father was compelled to retire, and Edward reluctantly gave up his law practice and assumed charge of the real estate business, occupying the position of partner, but having full charge of all the details of the business. Shortly after he assumed charge, the younger brother, George P., was taken into the firm, continuing a partner until the spring of 1891, when he withdrew, only to again be taken into the firm January 1, 1892. On July 14, 1891, the father, M. A. Wolf, died, and although the business is still run under the

old name of M. A. Wolff & Company, the firm consists of the two sons, Edward B. and George P. Wolff.

In the real estate line the house formed by M. A. Wolff in 1859, and carried on by his two sons to-day, is considered the first in the city, and possesses a record for years of square and honorable dealing that inspires public confidence and is the main element of its success. It takes a small army of clerks, etc., to transact the large business of the house, which, beyond doubt, employs a larger office force than any other real estate company in St. Louis. Acting as agents only, and never, under any circumstances, allowing themselves to be misled into speculation, yet realizing that their growth and prosperity depended on that of the city, the extension of the business has been constant and unbroken. The aggregate sales of the half year ending June 30, 1892, amounted to the magnificent sum of \$700,000, while their rental business is, beyond doubt, the largest in the city, they having over 3,000 tenants.

Mr. Wolff does not by any means devote his entire attention to the dry details of business. He is of social inclinations, and is a member of the Mercantile, St. Louis and Jockey clubs, and was a member of the Elks before the disbandment of that order. Like his father, whom he greatly resembles, he is active, patient, energetic, kind, courteous and generous in all relations of life, by virtue of which he has won a high place in the regard of both the business and social worlds. Likewise a man of taste, a patron of the arts, he owns oil portraits painted from life of all the mayors who have ever held that office in St. Louis, a collection as unique as it is valuable.

This portrait gallery is one of the most interesting and valuable in the West, and besides possessing great local interest, it is looked upon as well worthy a visit by people who are only making a short stay in the city. The collection is of course without a duplicate, and both the present owner and his father have done a good service to the city, and to history generally, by making and preserving it. In many other ways

Mr. Wolff has given evidence of a very keen artistic taste.

Mr. Wolff was married in 1887 to Miss Gail Yourtee, of Cincinnati. They have one child living—a little girl called Gladys.

COOK, FRANCIS EDMISTON, son of A. B. and Ada (Edmiston) Cook, was born in Houston, Texas, September, 1845, just three months before the Lone Star State was admitted to the Union. His parents were both natives of Ohio. On his father's side Mr. Cook is of direct English descent, his grandfather having been born in the Isle of Wight, in the British Channel. His mother's family has resided for many years in Delaware, her ancestors having been among the earliest settlers of that State.

When Francis was a few months old, his parents returned to Cincinnati, Ohio, where he was educated in the public schools. After some careful study, he entered the Seventh District School and graduated with honors in 1858. He then entered the Fourth Intermediate School, and after a year's course came to St. Louis, where he entered the Franklin School and graduated to the High in 1861. After a year in the High School he entered the Illinois State Normal University at Bloomington, whence in 1863 he returned to the St. Louis High School and graduated in 1864.

Young Mr. Cook had developed such a desire for learning and such an aptitude for acquiring information that he decided to persevere in his studies and make himself thoroughly proficient in every branch. He accordingly entered the Philips Academy at Exeter, New Hampshire, whence he entered Williams College, Massachusetts, graduating therefrom in the year 1868. In 1869 Professor Cook returned to St. Louis, and was appointed principal of the Webster School.

In 1870 he organized the Douglas School, of which he was appointed principal. In 1871 he was promoted to the head of the branch High School, of which he was principal for fourteen years. In 1885 he was transferred to the Carr Lane School, and in 1887 he became principal



*Edw. B. Wolff*





of the Wayman Crow School, a position he still occupies. Mr. Cook is recognized as one of the best teachers in the splendid corps of tutors now to be found in St. Louis. He is exceedingly popular among the pupils and is giving them a great deal of tuition outside of the course of study and routine work of the school.

In 1871 Professor Cook was elected president of the Teachers' Association of St. Louis, and he presided over that body with dignity and ability for one year. He was one of the founders of the Teachers' Mutual Aid Association, of which he was president for upwards of ten years, and he was the first president of the St. Louis Society of Pedagogy, occupying the same position again many years later. He was also one of the founders and first editors of the *Western Magazine*, a monthly publication of much interest, and he was also appointed a member of the faculty of the State Training School. He now represents the Eighth Congressional District on the Educational Committee of the State of Missouri, having been appointed to the position by the governor.

Mr. Cook's writings have earned for him a high reputation outside the city which has for so many years claimed him as one of its honored and learned citizens. He has contributed to a large number of magazines representing modern thought, and although his work has been too philosophical and thoughtful to become popular among the masses, it is highly appreciated by the best judges and by those who are

able to follow the careful lines of thought so ably outlined by the talented teacher and writer.

Mr. Cook is an excellent public speaker and debater. He is blessed with an exceptionally pleasant voice and good delivery, and his recitations are deservedly popular in all circles. Mr. Cook is one of the vice-presidents of the St. Louis Writers' Club, and is one of the most influential and valuable members of that body.

He married in December, 1871, Miss Anna Alexander, a graduate of the High and Normal schools of this city. He has three children, the oldest, Miss Stella, a very talented young lady, now in the senior class of the High School; and Robert and Frank, aged respectively sixteen and thirteen, both of whom are attending school.

In the historical section of this work reference is made to the record made by St. Louis Public School teachers, and more particularly by graduates from the High and Normal schools. Prof. Cook is an admirable

illustration of the fact that St. Louis ranks high in the extreme as an educational center.



FRANCIS EDWISTON COOK.

WATERHOUSE, SYLVESTER, a son of Samuel H. and Dolla (Kingman) Waterhouse, was born in Barrington, New Hampshire, September 15, 1830. In early boyhood he showed a marked aptitude for mechanical pursuits. His parents, recognizing his ingenuity, intended to educate him for the profession of architect or engineer, but the loss of his right leg by accident, which occurred May 6, 1840, changed the whole course

of his life. Physically disqualified by his misfortune for the career to which his natural tastes so strongly inclined him, he was constrained to choose a vocation which required less bodily activity. He was fitted for college at Phillips Exeter Academy, from which he graduated with honor in 1850. The debating society of this institution is an important element in its student life. On the rolls of the "Golden Branch," are the names of many who, in maturer years, attained eminence in almost every sphere of intellectual activity. Mr. Waterhouse was honored with the presidency of this society, and at the close of his academic course was chosen the "orator" of the Golden Branch at its annual public exhibition.

In the spring of 1851 he entered Dartmouth College, but preferring Harvard, went in the fall of the same year to Cambridge and was admitted to the university without conditions. While proficient in general scholarship, he especially devoted himself to the study of the classics, and took a prize for the composition of Greek prose. He graduated with distinction in 1853. In 1855 he finished his professional study at the Harvard Law School, and in the same year was appointed professor of the Latin languages and literature in Antioch College, Yellow Springs, Ohio. In 1857 Professor Waterhouse accepted a position in Washington University, St. Louis, where he has just completed thirty-seven years of professional service. This department is Greek. He entered the university a few months after its formal inauguration, and has served it longer than any other member of its faculty.

During the civil war all the energies of his nature were enlisted in the cause of his country. Believing that a maintenance of their unity was essential to the prosperity of the United States, he was profoundly anxious for the preservation of the Union. Though unable to join the army, he was yet an active soldier. But the scene of his service was the study, not the field; and his writings in defense of the Union were very voluminous.

Professor Waterhouse has always felt a deep

interest in the industrial development of the West, and has actively co-operated with the State Board of Immigration in its endeavors to make known the resources of Missouri. He was a member of the Mississippi River Improvement Convention which was held in St. Louis, February 13, 1867; and in the same year he was tendered by Governor Fletcher the office of assistant superintendent of the public schools of Missouri, but he declined the appointment. In February, 1868, three of his ex-pupils gave \$25,000 to Washington University, the income to be applied, subject to the discretion of the directors, to the university professorship of Greek, in grateful recognition of his former pupils of the fidelity, learning and ability with which the present incumbent of that chair has for years past discharged his duties.

In 1871 Professor Waterhouse was appointed, by Governor Brown, a member of the State Bureau of Geology and Mines, and in the following year he was elected secretary of the St. Louis Board of Trade. In 1872-73 he made a tour around the world. In eighteen months he traveled about forty thousand miles.

He was a member of the National Railroad Convention which met in St. Louis in 1875, and of the Mississippi River Improvement Convention which was held at St. Paul in 1877. The executive committee of the latter body entrusted him with the responsible task of preparing the "Memorial to Congress." This address was a powerful appeal in behalf of the commercial interest of the West, and it is generally conceded that its unanswerable arguments influenced Congress, and were the cause of larger appropriations for the improvement of the river.

He was appointed United States Commissioner to the Paris Exposition of 1878, and the World's Fair which it was proposed to hold in New York in 1883. In 1883 he was a delegate to the National Cotton Planters' Convention at Vicksburg, Mississippi, and in 1884 he was an honorary commissioner to the World's Fair at New Orleans. In 1885 he was appointed commissioner from Missouri to the American Exposition which was held in London in 1887; in



1886 he was elected by the executive council of New York secretary of the National American Tariff League for the State of Missouri, and he was chosen a member of the Nicaragua Canal Convention which was held in St. Louis, June 2, 1892.

His fidelity to the university permitted him to neglect no professional duty. Only the spare hours which his official functions did not require were given to the study of economic issues. The concentration of purpose which is one of his distinctive traits could hardly fail to win success. For more than a generation his energies have been devoted with quiet persistence to educational work. In the development of a humble school into a great university, his influence has been felt, not only in the advancement of sound classic learning, but also in the promotion of public friendliness to the institution and in the increase of its endowments. Several departments of the university have been enriched by gifts which it is believed his suggestions prompted. The literary honors which have been conferred upon him are deserved recognitions of his reputation as a scholar and of his skill as an educator. In 1883 he received the degree of LL.D. from the State University of Missouri, and in 1884 the degree of Ph.D. from Dartmouth College.

Professor Waterhouse is an acknowledged authority in his specialties. The Government has often employed his services. This recognition of their value is only an official confirmation of the popular judgment. In the discussions which have closely connected his name with many great enterprises, he has always shown the effectiveness of thorough investigation. In his fondness for accuracy he has never mistaken scholarship for an end, instead of a means. With a positive distaste for verbal controversies and theoretical speculations, he has always sought to accomplish useful objects.

The following passage, so full of just and appreciative criticism, is quoted from a sketch by Dr. Morgan:

"Professor Sylvester Waterhouse is confessedly one of our most arduous and successful

brain-workers, and the service rendered by him to the city of his adoption are inadequately represented by a list of his writings, or by an enumeration of the positions of honor and trust which he has been invited to fill. It may, in all sincerity, be said that his many acquaintances consider him equal to any responsibilities which he might choose to assume, and show by experience that when Professor Waterhouse has felt at liberty to serve on various commissions he has certainly proved his ability to bring to such tasks rare qualifications. Apart from an unusually clear and analytical mind and a command of language which enables him to express concisely and lucidly any conclusions at which he may have arrived, Professor Waterhouse has an uncommon share of that intellectual integrity which constitutes the chief grace of exceptional men."

The writings of Professor Waterhouse have been numerous and varied. He has chiefly discussed industrial questions. The extension of western railroads, the improvement of the Mississippi river, the establishment of local iron works, the naturalization of jute and ramie, the development of the resources of Missouri, the advantages of skilled labor, the national need of a navy and of the construction of the Nicaragua Canal, are some of the topics which have occupied his versatile pen. His writings have been received with gratifying proofs of public favor. All of his formal productions have been republished, and the circulation of some of his articles has reached an aggregate of several hundred thousand copies. The success of many public enterprises is partly due to the influence of his writings.

Professor Waterhouse has spent years of labor in efforts to promote American prosperity. The motive of his work has not been mercenary; with the exception of pay for services rendered the Government, no compensation for any of these productions has ever been accepted. Such an instance of public spirit is worthy of unreserved praise, and is an example of noble unselfishness.

In 1867 Professor Waterhouse was thrown

from a carriage and badly hurt. Since that time he has never been free from pain. The spinal injury was more serious than that which caused his lameness. The result of the earlier accident was the loss of a limb; the effect of the later injury is incessant suffering, which bodily or mental exertion only intensifies. Under conditions so unfavorable to literary effort, most men would have abstained from all avoidable labor; but though the inevitable penalty of industry has been increased distress, the restless energy of Professor Waterhouse would not allow him to be idle.

The writings of Professor Waterhouse have been so numerous that we can only mention some of the most important. These include a series of articles on the cause of the Crimean war, entitled, "The Protector of the Holy Places," (written at Harvard in 1884); "The Statesmanship of Washington," (1861); "The Danger of Disruption of the Union, and the Necessity of a Free Mississippi," (1863); "Historic Illustrations of the Effects of Disunion," (1864); "The Financial Value of Idea," (1867); "The Resources of Missouri," (1867); "St. Louis the Future Capital of the United States," (DeBow's Review, 1868); "The Natural Adaptation of St. Louis to Iron Manufacturers," (pamphlet, 1869); "Letter to Governor B. G. Brown on Skilled Labor," (1870); "Letter to Hon. George Boutwell, Secretary of the Treasury, on the Location of the Post-Office in St. Louis," (1872); "The Advantages of Skilled Labor," (1872); "A Speech in Acknowledgment of the Gift of a Gold Watch and Chain by the St. Louis Board of Trade," (1872); "Lectures on Personal Travels in Japan," (1874); "The Culture of Jute," (1876); "Sketch of John P. Collier," (1877); "Memorial to Congress," (prepared for the Mississippi Improvement Convention at St. Paul, 1877); "Commercial Suggestions of the Paris Exposition," (1879); "A Sketch of St. Louis," (Census of Social Statistics, 1890); "A Tribute to Harvard University," (in response to an invitation to attend a meeting of the Chicago Harvard Club, 1883); "Remarks on the Hundredth Anniver-

sary of the Phillips-Exeter Academy," (pamphlet, 1883); "An Address to the National Cotton Planters' Convention at Vicksburg, Mississippi," (report of proceedings, 1883); "Chapters on the Early History of St. Louis," (in Scharff's History, 1883); "The Parks of New York City," (written at the request of Hon. Luther R. Marsh, chief of the New York Park Commission, report, 1884); "The Industrial Revival of Mexico," (translated into Spanish, 1884); "Address to the International Association of Fairs and Expositions, St. Louis," (1884); "Address to the First National Convention of Cattlemen, St. Louis," (1884); "The Necessity of Diversification of Southern Industries," (1885); "Causes of Financial Depression," (1885); "Letter on the American Fair in London," (1885); "Address to the St. Louis Harvard Club," (in commemoration of the 250th anniversary of Harvard University, 1886); "Historical Sketch of St. Louis," (in Vol. XIX., Social Statistics of the Tenth U. S. Census, 1887); "Appeal to the People of His Native State (New Hampshire) in Behalf of St. Louis as the Site of the World's Fair," (1890); "American Commerce in 1900," (1891); "The Mississippi and its Affluents," (1892); "The Importance of our Northern Woodlands to the Navigation of the Mississippi," (1892; translated into German).

THOROUGHMAN, THOMAS, is proud of being a Missourian. His father owned a farm near the boundary line dividing the counties of Clinton and Buchanan, in Northwest Missouri, and upon this was spent the boyhood and youth of the subject of this sketch. His educational advantages were only such as were offered by the common country district schools, and of these Mr. Thoroughman took eager advantage and improved upon the advantages by a varied course of historical reading. He chose the legal profession, and upon arriving at his majority went to St. Joseph, where he placed himself under the care and tutelage of active practitioners at the bar. He entered upon his studies under the preceptorship of Messrs. Craig & Jones, who enjoyed distinguished positions at the bar. For more

than two years he studied history, the philosophy of law and the science of political economy.

In 1854 he was admitted to the bar, and easily took an enviable position among the most prominent and able of the younger members. Two years later he was appointed assistant city attorney of St. Joseph, and at the next popular election he was overwhelmingly chosen city counselor. In his new office he exhibited such ability to cope with the other members of the bar, whether junior or senior, as steadily drew to him all the while a large and personal clientage. At this measure of success he did not, like most young men so favored, feel that his education was completed and that his development was up to the full measure of the man which he had pictured in his early aspirations.

After his term as city counselor of St. Joseph had expired, he was elected circuit attorney of the circuit then presided over by Judge E. H. Norton, but lately the distinguished chief justice of the Supreme Court of the State of Missouri. The majority by which he was elected to this important office, that of public prosecutor, was so pronounced as to be a rare testimonial to his many manly virtues.

In the midst of his official term the civil war came on, and he espoused the cause of the Confederacy. Young though he was at the time, his advice was often sought by the leaders of the Confederate cause in the West. He was actively engaged in many of the exciting skirmishes and battles on the western frontier.

After participating in the battle of Elk Horn, he was ordered forward to engage in the battle of Pittsburg Landing, but the troops came to the field after the battle had terminated. Later, he was selected, with others, by Governor Jackson, and commissioned to return to Missouri and raise troops for the Confederate service, and while on this mission, in company with his lifelong friend, Judge Alexander Davis, he was captured by the Federal troops and made a prisoner of war. For over a year he was confined

in different prisons in Missouri, but later paroled by President Lincoln, upon the express condition that he should leave the State and exile himself in one of the Territories west of the Missouri river.

Pursuant to this parole, in May, 1864, he located at Virginia City, Montana, where he immediately plunged into the legal practice as a partner with Judge Alexander Davis. Here he soon forged to the front of his profession, and his ability yielded large returns in fees. Had



THOMAS THOROUGHMAN.

he inclined in that direction, he might have represented the Territory of Montana in Congress, for so high was he in the confidence and esteem of the citizens that he was urged from all parts of the Territory to make the race.

In 1869 he removed from Montana to St. Louis, with his old partner, and at once entered into a large and lucrative practice. Later, Judge H. L. Warren was associated as a member of the firm, and it became recognized as one of the leading law firms of St. Louis. A few years subsequent, Judge Davis retired from the



law practice, leaving the firm to be continued by Mr. Thoroughman and Judge Warren. It was during this period that the firm became the attorneys and counselors of the St. Louis, Iron Mountain & Southern Railway Company, which it ably filled until 1881.

Colonel Thoroughman, since establishing himself in St. Louis, in addition to prosecuting with vigor and success the practice of law, has always taken an active interest in public affairs, and during many a political campaign his voice has been heard upon the hustings, proclaiming sound Democratic doctrine with fervid eloquence.

Colonel Thoroughman is strong as an advocate and sagacious as a lawyer. His mind has been enriched by wide and varied reading, which a splendid memory places constantly at his command. Few men are more persuasive and more cultivated and cultured, and as popular as public speakers. Had he been ambitious for office, none within the gift of the people of the State could have been too exalted to have been bestowed.

He has always exhibited an especial interest and tender sympathy for the young man just entering upon a professional career, and many a faltering step of the young practitioner has been steadied by his experienced hand, and many a fainting heart emboldened by the unselfish courage which he has imparted.

He has reared a large family, and while yet in the vigor of intellectual and physical manhood, has had the pleasure of seeing several of his children launched successfully upon their mature careers. In partnership with a son and son-in-law, he is still engaged in the practice of law at St. Louis.

GREGG, WILLIAM HENRY, is of Scotch descent, and was born in Palmyra, New York, on March 24, 1831, and is a lineal descendant of Captain James Gregg, who in 1690 emigrated from Ayr, Scotland, to Londonderry, Ireland, and in 1718 to New Hampshire; he being one of the sixteen heads of families who settled at and founded the town of Londonderry, New Hampshire, which was at first called Nutfield. Mayor Samuel Gregg, of Peterboro, New Hampshire,

the great-grandfather of the subject of this sketch, was born in Londonderry, New Hampshire. He served in the Colonial army during a part of the "French War," and took an active part in the Revolutionary war as a major in the New Hampshire militia. His brother, Colonel William Gregg, was an officer in the United States army, and had an important command under General Stark at the battle of Bennington.

John Gregg, the father of William Henry Gregg, was born at Greenfield, New Hampshire, and came to Palmyra, Wayne county, New York, about 1822, where he married Anne Wilcox, daughter of William Wilcox, and granddaughter of Gideon Durfee, one of the founders of Palmyra, who had emigrated from Tiverton, Rhode Island. John Gregg was engaged in the iron business from 1824 to 1845 in Palmyra, Lyons, Perry and Rochester, New York.

In 1845, his health failing, he went to Nashville, Tennessee, taking his son, William, with him, and in March, 1846, came to St. Louis, where he had a brother, Abraham Gregg, of the firm of Gregg & Ross, manufacturers of scales and other brass and iron work. A sister also resided in St. Louis, married to Mortimer N. Burchard, Sr., who owned and operated the Ætna Foundry, on Second street between Pine and Olive. John Gregg died in St. Louis the spring of his arrival here, May, 1846, and his son, William H., then fifteen years old, began work in his uncle Burchard's foundry, at which he continued about one year, and then returned to Palmyra, New York, where he entered a general country store as clerk, remaining there until November, 1849, when he returned to St. Louis, and has resided here ever since. Mr. William H. Gregg first obtained a situation with Mr. Jerome, furniture dealer on Olive street, afterwards was clerk with Rogers & Barney, wholesale hardware dealers, and in July, 1890, entered the employ of Warne & Merritt, wholesale and retail dealers in woodenware, hardware and house furnishing goods, on Market street.

On January 1, 1854, he was admitted as a partner in the house, the firm composed of



*Wm. H. Gregg*





M. W. Warne, W. H. Merritt, William H. Gregg and Francis A. Lane. In August, 1856, Messrs. Merritt and Gregg retired from the firm, and became members of the firm of Cuddy, Merritt & Company, owning and operating the old and well-known Broadway Foundry and Machine Shops, on Broadway between Wash and Carr, and Carr and Biddle streets, running through to Collins street. This concern was established in 1834 by Kingsland, Lightner & Cuddy, and had grown to be, with one exception, the largest concern of the kind west of Cincinnati. The firm was composed of James Cuddy, W. H. Merritt, William S. Cuddy and William H. Gregg, Mr. Gregg having charge of the books and finances. The concern did nearly all the rolling mill and iron furnace construction work west of Cincinnati at that time, and the firm and its predecessors, Kingsland & Cuddy, built the Chouteau, Harrison & Valle Mill, in North St. Louis; the John S. Thompson Nail and Rolling Mill, in South St. Louis; the Raynor Mill, on Cass avenue, and the Jones, Loyd & Company Mill, at Paducah, Kentucky. They also did a large amount of architectural iron work, notably all in the old post-office and custom house, corner Third and Olive streets.

Messrs. Merritt and Gregg sold out of the concern in February, 1857, and Mr. Gregg, in May of that year, formed with John S. Dunham the firm of Dunham & Gregg, who bought the steam bakery on Fourth street of Mr. McAnulty, and conducted the manufacture and sale of crackers and army bread until 1865, when the firm was dissolved. Soon after the firm commenced business, Mr. Charles McCauley, who had established a fine commission and grocery business, was admitted a partner, and the two kinds of business were continued together, but under the separate names of Dunham & Gregg, and C. McCauley & Company. The business was a very successful one, as the concern had a large trade in its manufactures and merchandise all over the South, West and Northwest, and a profitable commission and forwarding business in Missouri, Kansas, Nebraska, Iowa and New Mexico.

The commencement of the war in 1861 interrupted the business, and Mr. McCauley retired from the firm, Messrs. Dunham & Gregg retaining the steam bakery, which they ran exclusively on army bread for the Government until the close of the war in 1865, and in addition built and operated, with other parties, a very large concern in Louisville, Kentucky, in the same business. The firm of Dunham & Gregg was dissolved in the fall of 1865, and Mr. Gregg remained out of any regular business until May, 1867, but with a number of other St. Louis gentlemen organized the St. Louis Petroleum Company, which put down some wells near Paola, Kansas, which were not successful; and with some others bought of the Government the steamer *General Price*, formerly the tow-boat *Ocean*, in the towing business from the Balize to New Orleans. The boat was put into her old trade, but was not a financial success.

In May, 1867, Mr. Gregg assisted in organizing the Southern White Lead and Color Works, the name of which was afterwards changed to the Southern White Lead Company. The stockholders were Robert Thornburgh, Wm. A. Thornburgh, Wm. H. Gregg, Henry S. Platt, John T. De Moss and James Johnson, who also composed the first board of directors. The executive officers were Wm. H. Gregg, president; Henry S. Platt, vice-president; F. W. Rockwell, secretary, and James Johnson, superintendent.

The company was a very successful one from the beginning of its career, and built up a large and profitable trade, extending its business into every State and Territory in the Union, as well as into Canada and Mexico. In 1887 the Mc-Birney & Johnston White Lead Company of Chicago was absorbed by the Southern White Lead Company, and from that time on the company operated the factories in both cities under the Southern company brands. In 1889 the stockholders in the company sold their stock to the National Lead Trust, which afterwards became the National Lead Company, with headquarters in New York.

Mr. Gregg remained with the new organization about five months, in charge of the Southern

company's business, and also as first vice-president in charge of the St. Louis Smelting and Refining Company, whose works for the reduction of lead and silver ores, and refining bullion, are located at Cheltenham, St. Louis. In November, 1889, he resigned all his offices in the organization.

During the fall of 1891 he organized the William H. Gregg White Lead Company, with William H. Gregg, president; Norris B. Gregg, vice-president, and William H. Gregg, Jr., secretary, and commenced to build works on the Wabash railway and Clayton road near Boyle avenue, but before their completion, sold out to the Southern White Lead Company.

Since that time he has spent his time quietly at home and in travel, mostly north in the summer and in Florida in the winter. He is fond of angling, and spends most of his time at resorts devoted to that sport. He is a stockholder in various enterprises, institutions, banks, etc., among them the Mound City Paint and Color Company, who are manufacturers of linseed and castor oils, with mill and elevator on Clayton road and Wabash railway, and makers of a great variety of paints and painters' supplies, with factory corner Second and Howard streets, and store and office, 406 and 408 North Second street. His sons and son-in-law run the business.

Mr. Gregg was married on November 21, 1855, to Miss Orian Thompson, step-daughter of Matthew Rippey, Esq., a well-known lumber merchant. He has five children—Norris B. Gregg, president Mound City Paint and Color Company, who married May Hawley, daughter of Captain Geo. E. Hawley, of Paddock-Hawley Iron Company; Wm. H. Gregg, Jr., vice-president Mound City Paint and Color Company, who married Lily Kurtzeborn, daughter of A. Kurtzeborn, president Bauman Jewelry Company; Clara J., who married Charles M. Hays, vice-president and general manager Wabash Railway, son of Sam'l Hays, formerly postmaster in St. Louis, and president of the Missouri Pacific Railroad; Julia F., who married E. H. Dyer, secretary of Mound City Paint and Color

Company, and son of Hon. D. P. Dyer; and Orie L. Gregg, unmarried.

Mr. Gregg has never held any city, State or national office; his military career was confined to the first lieutenancy of a Home Guard company during the war, but never in active service, except occasional guard duty in the city. He has been a director in the Mechanics' Bank, the Mound City Mutual Insurance Company, and a member of the committee of arbitration and appeals of the Merchants' Exchange. He has never been connected with any religious organization, is a Mason, but not at present affiliated with any Lodge.

As a boy he was a Whig, and since the organization of the Republican party, has been a Republican, but is not a partisan, especially in municipal affairs. His travels have been confined to all the States and Territories in the Union, except Texas and Alaska, and nearly all Europe, the north coast of Africa, and Canada and Cuba.

HUGHES, CHARLES HAMILTON, M.D., comes from royal Welsh stock, the family being known in English heraldry as the Hughes of Gwercles in Edeirinion, County of Merioneth, Wales. This renowned family was granted armorial bearings November 4, 1619, when Sir Thomas Hughes was knighted at Whitehall, Mr. Hughes then having his seat at Wells, Somerset, and at Gray's Inn, being a barrister at law.

Richard Hughes, a descendant and member of this family, and the great-grandfather of the subject of this sketch, came to America and settled in Pennsylvania. He fought in the Revolutionary war, after which he located in Virginia, married and had four sons, the oldest of whom was named after him. Richard Hughes, Jr., moved to Allen county, Ohio, in 1829, and raised a large family, among the children being Harry J., father of Dr. Hughes, who married Miss Elizabeth R. Stocker, daughter of Capt. Zachius Stocker, founder of Elizabethtown, Indiana.

Dr. Hughes was born in St. Louis, near the little mound where the first reservoir was placed,



*C. H. Hughes*





living in St. Louis till nine years of age, when his parents moved north, his father having become associated in many business enterprises on the upper Mississippi. His early education was commenced in a private school on North Fifth street, near Wash and Carr streets, and continued in the public schools and in the primary department of St. Louis University. Later he was sent to Dennison's Academy, at Rock Island, Illinois, and completed his literary school training in Iowa College, then under the management of professors from Amherst, Massachusetts.

Dr. Hughes began the study of medicine under the tutelage of Dr. John T. O'Reardon, at Davenport, Iowa. Dr. James Thistle, who went from Natchez, Mississippi, to Davenport, was also one of his preceptors, and while under Dr. Thistle's teaching Dr. Hughes enjoyed the friendship and medical assistance of Dr. Thistle's brother-in-law, the distinguished Dr. Cartwright, of New Orleans.

Dr. Hughes' medical studies were concluded for graduation at the St. Louis Medical College, where, after a four years' course of private and collegiate medical study he graduated in 1859. During his student days he was engaged for a year as acting assistant physician in the United States Marine Hospital, of St. Louis. On graduating he visited the principal colleges and hospitals of the East, and on the outbreak of the war he entered the Government service as assistant surgeon, being promoted to full surgeon in July, 1862. He was then placed in charge, by Medical Director Madison Mills, U. S. A., of the Hickory Street Post Hospital, and the McDowell's College Prison Hospital, and the Schofield Barracks, including the Stragglers' Camp of this city.

Dr. Hughes' medical services throughout the war were of the most valuable character to the Government, for he had charge of the forces from St. Louis to Pilot Knob, Missouri, for two years, and during the last of Price's raids into Missouri he had also medical charge of the refugees and freemen. He was mustered out in 1865, having earned from headquarters the praise of having the best field hospital in the service.

He was one of the youngest surgeons to receive a commission in the Union army, and on leaving the service he was placed upon the board of management, and in 1866 was elected to the medical superintendency, of the Missouri State Lunatic Asylum, at Fulton. He remained at the head of this large institution for over five years.

Dr. Hughes early identified himself with the Association of Superintendents of American Institutions for the Insane, now the American Medico-Psychological Association. In 1876, at the International Medical Congress held at Philadelphia, he read before the section of psychiatry the first American contribution ever made before any public association on the interesting subject of the "Simulation of Insanity by the Insane." This paper was pronounced at the time, and is still regarded by competent judges, as the most systematic and complete treatise extant upon this important subject in forensic psychiatry. His previous essay at Nashville, Tennessee, before the Association of Superintendents, entitled "Psychical or Physical," being an inquiry into the relations of mind and organism, made a marked impression upon the association and the profession generally. His contributions since that time have been numerous and almost constant, and he has editorially, for the past eleven years, conducted and published the *Alienist and Neurologist*, a journal of scientific, clinical and forensic psychiatry and neurology, which he founded in 1880.

Dr. Hughes' contributions to psychiatry have been too numerous for designation here. In 1890 he became connected with the Marion-Sims College of Medicine, and held the chair of professor of psychiatry, diseases of the nervous system and electro-therapy in that institution of medicine up to the spring of 1892, later being called to take a similar chair and the presidency of the faculty of Barnes Medical College, in which position he still continues.

Besides his membership in the American Medico-Psychological Association, the doctor is a member of the American Neurological Society;

the American Medical Association; the Mississippi Valley American Medical Association, of which he was president in 1891; president of the Neurological Section of the Pan-American Medical Congress of 1893; vice-president of the Medico-Legal Congress for 1892; vice-president of two sections of the International Medical Congress of 1873. He is a member of the St. Louis Medical Society; Missouri State Medical Society, and member of the judicial council of the American Medical Association. He is an honorary member of the British Medico-Psychological Society; corresponding member of the New York Medico-Legal Society and of the Chicago Academy of Medicine, and other professional bodies.

Dr. Hughes has been twice married. In 1873 he married the handsome and accomplished daughter of H. Lawther, Esq., of Calloway county. His first wife was a Miss Addie Case, daughter of Luther Case, and cousin of Dr. George Case, of this city, a very bright and charming lady. The doctor had three children by his first wife; of his last marriage, three children have been born.

WALBRIDGE, CYRUS PACKARD, mayor of St. Louis from 1893 to 1897, was born July 20, 1849, in Madrid, New York. His father, Orlo Walbridge, was a Methodist preacher, and his mother, Maria Althea Packard, was a lineal descendant of the Hydes, of England. The pastor moved out west when his son was an infant, and was for many years a circuit rider in the Northwestern States.

Cyrus P. Walbridge, during his boyhood, worked on the farm of his father, and with his brother managed the farm during the absence of the father on his circuit. At the age of eighteen years Cyrus entered Carleton College, Minnesota, and afterwards went to Ann Arbor University and took the law course there. After his graduation he went to Minneapolis, Minnesota, returned to the farm and remained until he had obtained his majority, when he came to St. Louis and began the practice of law.

He had been engaged in his profession only

two years when Jacob S. Merrell, a pioneer in the wholesale drug trade of the West, took him in his house as a legal adviser and in that position sent him about the country straightening business matters which had become confused.

The young man was very successful at this, and Mr. Merrell placed more responsibility upon him year by year until he became a member of the family. He was thrown into the acquaintance of Miss Lizzie Merrell, the eldest daughter of the head of the firm, admired her and married her, and when a few years later Mr. Merrell died, his heirs made Mr. Walbridge the administrator of the estate and president of the company.

In 1881 he became interested in local politics and his Ward sent him to the House of Delegates, where he served for two years and declined a re-election.

In 1889 he was nominated by the Republicans as president of the Council, and elected at large by a vote of the whole city. About the same time the Western Wholesale Druggists Association elected him president. As president of the Council he was ex-officio and acting mayor of the city whenever the mayor was absent, and on several extraordinary occasions was placed in a position where his executive ability became conspicuous.

In 1893 the Republican City Convention unanimously nominated him for mayor, and he was elected by a large majority. He has one son, whose name is Merrell Packard Walbridge.

SCULLIN, JOHN, the president of one of the largest and best equipped street railroad systems in America, ranks among the wealthiest and most enterprising men in the city. He has helped to revolutionize the street car service of St. Louis, and it is difficult to overrate the value of Mr. Scullin's enterprise to residents and property holders south of the Mill Creek Valley. The elegant cars of the Union Depot Company run to all parts of the south and southwest, bringing the bluffs of Carondelet within easy access of the city proper, and making Tower Grove and Lafayette parks accessible to





*C. P. Walbridge*



tens of thousands of people who otherwise would be unable to enjoy them at all. They also afford a one-fare service from one end of St. Louis to the other.

The president of, and the owner of a controlling interest in this company was born in St. Lawrence county, New York, August 17, 1836. Mr. Scullin's parents were Mr. Nicholls and Mrs. Mary Scullin, the later formerly Miss Kenney. The common schools of St. Lawrence county, in the State of his birth, were the first in which the lad obtained any education, but he subsequently attended a course in the Potsdam (New York) Academy. At an early age he commenced work, and his first engagement was in connection with the building of the Grand Trunk Railroad of Canada.

After being connected with this company for three or four years he moved to the Northwest, and in 1863 he commenced business in Fort Snelling, Minnesota, as a railroad contractor. In 1864 he went to Idaho, attracted by the reports of gold discoveries. The only means of transportation were ox teams. Hostile Indians were met on frequent occasions, and once seven of the party were slain by a party of red skins. Finally, all the mountains and rivers were crossed, and after an arduous journey extending over six months Virginia City was reached.

This trip was one of the few mistakes Mr. Scullin has made in his life. He was entirely disappointed with the surroundings, and about the first thing he did on his arrival was to make arrangements to get away. He started on his return trip as soon as possible, and arrived in New York in November, 1865. In the following year he again started westward, and the year 1866 found him located in Leavenworth, Kansas. In the same year he entered into a contract for construction of a portion of a central branch of the Union Pacific Railroad, now part of the Missouri Pacific, and he built the forty miles of road having the town of Waterdale for its terminus. He then constructed a portion of the Missouri Valley Railroad from Savannah to Marysville, Missouri, and in 1868

he built twenty-five miles of the Rock Island Road between Leavenworth, Kansas, and Plattsburg, Missouri.

In the fall of 1869 he was engaged in the construction of the Missouri, Kansas & Texas Road between Junction City, Kansas, and Che-topa, in the same State, and from Sedalia, Missouri, to Chetopa, and through the Indian Territory to Denison, Texas. Two-thirds of this great railway system was built by Mr. Scullin, and subsequently he constructed several miles of track on the Galveston, Harrisburg & San Antonio Railroad, and also on the Denison & Southeastern Road.

Before these extensive contracts had been carried out, Mr. Scullin had taken up his residence in St. Louis. He became interested soon after his arrival in several street railroads, including the Union Depot, Mound City and Jefferson avenue lines, but he did not give to these the attention which has marked his later career. In 1882 he was made general manager of the Mexican National Railroad, with headquarters in the City of Mexico, but in the following year he returned to St. Louis and accepted the presidency of the Wiggins Ferry Company, a position he still holds.

Mr. Scullin is also vice-president of the Mississippi Valley Trust Company, president of the East St. Louis Electric Railway Company, and the East St. Louis Connecting Railway Company, being also a director in the St. Louis National Bank.

But the position best known and appreciated by St. Louis people that is held by Mr. Scullin is that of president of the Union Depot Railway Company. Within the last few years he has arranged and carried out one of the most important street railroad deals ever attempted in this city. By it the Union Depot Company absorbed both the Mound City and the Benton-Bellefontaine companies, the consolidated lines forming, as already stated, one of the largest street railway systems in America. The consolidation and building of several connecting links has made communication between the extreme northwest and southwest possible, and



by the most liberal system of transfers passengers are now carried as far for five cents as they traveled formerly for four or five times that amount. The new cross-town road he is now constructing along Nineteenth street and other streets north, will tend to perfect this admirable system.

In politics Mr. Scullin is a Democrat, but he has always declined political preferment, his tastes not lying in that direction. He is a most successful manager, and is popular in the extreme among his army of employes. As a financier he has few equals, and as a railroad manager he has not a rival.

Mr. Scullin married in 1859 Miss Hannah Perry, of Montreal. He has five children, including Harry J., the vice-president and assistant general manager of the Union Depot street railroad system. The eldest daughter is now Mrs. DeGest, of Paris, and the younger children's names are Frederick, Lenore and Charles.

LAWRENCE, DR. J. J., is not only a prominent physician and a phenomenally successful medical editor, but is also one of the most enterprising and loyal citizens of St. Louis, in which city he has resided for more than a quarter of a century. He has been conspicuous in his efforts on behalf of almost every public work of recent years. One of the first to recognize the importance of securing the World's Fair for St. Louis, he spared no effort in his zeal to secure a favorable verdict from Congress. Subsequently when it was proposed to start the Autumnal Festivities Association the Doctor not only wrote a check for a very liberal donation, but also gave the association the benefit of his valuable experience. Being recognized as one of the most able journalists in the city, he was placed upon the advertising committee of the association; and when this committee enlarged the scope of its work and became known as the Bureau of Information, no man labored more earnestly in its behalf than Dr. Lawrence.

This talented and wealthy physician was born in Edgecombe county, North Carolina, January 28, 1836. The full name of this well-known

gentleman, is Joseph Joshua Lawrence. He is of Revolutionary ancestry on both the paternal and maternal sides; his fourth removed paternal grandfather was of Anglo-Norman descent, and a native of Norwich, England. The son of this old ancestor was Frank Lawrence, a noted Indian fighter, and his son, Joseph Nathaniel Lawrence, the doctor's great-grandfather, was lieutenant of the Continental army under Washington. His son (the Doctor's grandfather) was Joshua Lawrence, an eminent Baptist minister and author. Dr. Lawrence's father was Bennett Barrow Lawrence, a prominent cotton planter in ante-bellum days. The Doctor's mother was Martha Francis, daughter of Judge Jesse Cooper Knight; her mother's Revolutionary ancestor was Augustin Clement de Villeneuve, Chevalier de Berthelot. He was a captain of French troops under Lafayette, and was killed at Yorktown, in 1781, fighting for the American cause.

After receiving a university and medical education, Dr. Lawrence was married on May 3, 1859, to Josephine, daughter of Colonel B. F. Edwards, of North Carolina. Dr. and Mrs. Lawrence have only two children—Mr. Frank Lawrence and Mrs. Henry A. Siegrist, of this city.

The Doctor was a captain in the Confederate army during the war between the States. He practiced medicine a short time after the close of the war, and then moved to St. Louis. In 1873 he commenced the publication of the *Medical Brief*, which he still publishes, and which has now the largest circulation and is financially the most prosperous of any medical publication in the world. It has an immense advertising patronage, and is one of the handsomest and most readable magazines published anywhere.

The Doctor is devoted to St. Louis, and is a great believer in its future, as is witnessed by his owning several valuable pieces of St. Louis real estate. Dr. Lawrence is noted for his universal good humor, his optimistic views, and his practical business ability—qualities rarely found combined in the same person.



*J J Lawrence*





LONG, EDWARD HENRY, superintendent of the St. Louis public schools, and one of the ablest instructors in the country, was born in Livonia, Livingston county, New York, October 4, 1838, and is hence about fifty-four years of age. His father, Mr. John Long, was a native of New York, but his great-grandfather was born in Germany, and having emigrated to this country during the colonial period, fought through the Revolutionary war, and in 1810 moved from the State of Pennsylvania to New York. On his mother's side Mr. Long's ancestry is also both interesting and honorable. His mother, Mrs. Elizabeth (Miller) Long, traces her lineage from the Swiss, her forefathers having located in Pennsylvania during the time of William Penn.

Edward Henry was educated in the common schools of his native county, which were of the high class character generally found in New England. From the common schools he entered a district high school, and having earned some money by teaching district schools he entered the Genesee College, now the Syracuse University, where he maintained himself by his own labors and made great progress in his studies. When only twenty-nine years of age he was engaged as principal by the Public School Board of Buffalo, and in 1870 his ability having attracted the attention of the St. Louis Board, he was appointed principal of one of their Schools. He proved an exceptionally able tutor and introduced a number of valuable improvements into the method of

tuition and management, and so convinced the Board of his ability that in the year 1874 he was elected assistant superintendent.

For six years Mr. Long filled this position, and his hard work earned golden praise from his principal and from the Board generally. While insisting on good work from the teachers, he exhibited a never-tiring patience and was always willing to help a teacher to master the many difficulties which beset his path. In 1880 Mr. Long was elected superintendent of the schools,

and for upwards of fourteen years he has filled the position in an excellent manner. Results speak for themselves, and the splendid condition of the St. Louis public schools, which are the admiration of the entire continent, is due in a great measure to the hard work and sterling ability of Mr. Long. Following in the footsteps of Professor Harris, he has carried out in a conscientious manner the programme laid out by that eminent professor, and he has also introduced



EDWARD HENRY LONG.

methods of thoroughness which have had a marked effect on the results obtained.

Mr. Long's administration has not been in any degree sensational. He has introduced a number of reforms, but speaking generally his object has been to maintain the high standard of excellence in which he found the schools, and to bring up the weaker ones to the same high plane which marked the majority of the schools. He is thorough in everything he undertakes, and the main feature of his policy is that a child must learn to read and write thoroughly before

it can hope to acquire a higher education. He has argued that a child must learn the actual meaning of words as well as the mere principles of spelling, and he has given to the Kindergarten branch an immense amount of fostering care.

The system of mathematical training adopted by Mr. Long and so vastly improved by him as to make the system almost entirely of his own, has proved a great success, and he has earned from all, teachers and parents alike, expressions of warm approval and praise. He has acted with marked impartiality with the teachers, has no favorites, and only recognizes ability and earnestness as worthy of approval.

Mr. Long married in the year 1862 Miss Ovira J. Wilcox, of Monroe county, New York. He has one daughter.

BRYSON, JOHN PAUL, M.D., was born April 16, 1846, at Milecross, near Macon, Mississippi. His father's name was James Bryson, and his mother was Eliza (Banks) Bryson. James Bryson was a planter, owned a large plantation, and was a man admired for his great strength of character, uprightness and fair dealing. Mrs. Bryson's family was from Culpepper county, Virginia. It had connections through Virginia and Georgia with the Alexanders, Hendersons and Banks, and was large and well known. Dr. Bryson's grandfather, John Bryson, was a native of Argyllshire, Scotland, and had estates in the North of Ireland. His wife was Helen Campbell, of the famous Argyll family, and was related to the celebrated Alexander Campbell.

Dr. Bryson was born, reared and educated on his father's plantation. His education was first received in the local and grammar schools, and later by private tuition. As a boy he was imbued with the scientific spirit, having what may be termed scientific enthusiasm even when very young, and every study connected with biology was always of especial interest to him. Trained by his father and a fine tutor, and with these tastes and surroundings, he grew up intellectually as well as physically vigorous.

His studies were interrupted by his entrance in the army in 1863. He was sent to Virginia with the Army of Virginia, where he served for two years. He returned to his home after the war and renewed his studies under his old tutor, and subsequently read medicine under Dr. S. V. D. Hill, of Macon.

He came to St. Louis in the latter part of August, 1866, during the cholera epidemic, and entered the Humboldt Medical College, the first of the medical colleges that attempted to teach by thoroughly scientific methods. At the head of the college was the late Dr. Adam Hammer, one of the greatest teachers in medicine St. Louis ever had. Then for the first time the scientific dream of his life was realized. He was able to mingle with that coterie of scientific men in St. Louis who were educated under the thorough German scientific system. He came in contact with the school of men who composed the old Hegelian Club of St. Louis, which was the origin of the Concord School of Philosophy. He was graduated in 1868.

After graduation he was for one year assistant surgeon of the City Hospital. Then, in the fall of 1869, he went into private practice, being associated with Dr. William L. Barrett.

Dr. Bryson is a member of the principal medical societies of this city. In 1870 he was made demonstrator of anatomy of the Missouri Medical College. He held that position for two years. Then he became connected with the St. Louis Medical College as instructor, first in general pathology, then in anatomy, and last in physiology. After fifteen years of service as instructor and clinical lecturer he occupied the chair in genito-urinary surgery, which chair he still holds. This is the medical school of the Washington University.

Dr. Bryson is in the enjoyment of a large and lucrative practice, and is regarded throughout the entire West and South as being without a peer in the specialty to which he has given the study of a life-time. He devotes himself exclusively to the practice of his profession, and has never held any public office of any kind. Although he has never been connected with any



*Geo. P. Briggs, M.D.*





public enterprise in an ostentatious manner, he has always been a loyal St. Louisan, and a worker for and contributor to everything designed to benefit the city.

He has taken particular pride in the services he was able to render to the poor and to medical education in his large clinical experience at the college dispensary and in the hospitals. He has been for ten years surgeon to the Mullanphy Hospital, one of the oldest in the city, and has done more than his share of work without charge in behalf of suffering humanity.

The Doctor married in 1873 Miss Mary Sterling Winter, daughter of William Drew Winter and Sarah (Sterling) Winter, of Bayou Sara, Louisiana. The marriage took place in St. Louis and resulted in the birth of two children—a boy and a girl.

Eighteen years after her marriage Mrs. Bryson died, and last year the Doctor led to the altar Miss Jeannie Richmond, of Woodstock, Vermont.

CAMPBELL, JAMES.—In an earlier chapter in this work reference is made to the influence of the introduction of rapid transit into St. Louis on the city's manufacturing, mercantile and financial growth. As is pointed out in that chapter, ten years have not elapsed since work was commenced on the first street railroad of *fin de siècle* order in St. Louis, but we have today a system of rapid transit unexcelled in the entire country. The improvement has not been the result of a general movement among citizens, but rather the outcome of the enterprise and

perseverance of a few capitalists and workers, among whom the subject of this brief sketch occupies a prominent position on account of the exceptional value of his services. For about eighteen years he has been connected with local street railroad interests, directly or indirectly, and it is interesting to note that he was brought into contact with our street railroad service by being appointed receiver for a horse-car line, which, thanks largely to his efforts, is now an electric railroad, and a source of profit to its

owners as well as to those owning property in the territory through which its cars run.

Mr. Campbell is a comparatively young man. He was born in Ireland, in 1848, but his recollections of the Old Country are more than indistinct, as he was but two years of age when his parents crossed the Atlantic and located at Wheeling, West Virginia. When the war broke out, young Campbell, who was then about twelve years of age, became attached to General



JAMES CAMPBELL.

Fremont's staff as messenger. His promptness and attention to duty secured for him the friendship of the General, who, when relieved of his command, took the lad with him to New York, and introduced him to the brokerage business in that city. The work proved congenial to young Mr. Campbell, who soon justified the confidence and friendship of his benefactor and friend.

Mr. Campbell became connected with St. Louis as the immediate result of General Fremont's interest in the Southwestern Pacific Railroad. In 1875 the General acquired a con-

trolling interest in this corporation, and in the following year young Mr. Campbell was sent on to St. Louis, where he became a member of the land-office department. In 1868, before he was barely of age, he decided to enter upon the practice of the profession he had been studying for the last six years—civil engineering, serving as assistant engineer on the Iron Mountain and Missouri, Kansas & Texas until 1871. In 1871 he was appointed chief engineer of the old Kansas City, Memphis & Mobile Railway, a position he retained until 1874.

In 1876 Mr. Campbell was appointed assignee for the Northwestern Street Railway Company, of St. Louis, now better known as the Mound City Railroad. For fourteen months he lent his attention to the straightening out of the affairs of this company, and he then established himself as a stock and bond broker, giving especial attention to local securities. During the last fifteen or sixteen years he has built up one of the largest brokerage connections in the West, and he now occupies a palatial suite of offices on the ground floor of the Rialto Building.

Space prevents a detailed statement of the various corporations with which Mr. Campbell is connected. Prominent among them may be mentioned the Mississippi Valley Trust Company, the Edison Illuminating Company, the Union Depot Railway Company, and the Citizens' Electric Light and Power Company, of East St. Louis. Last year he conducted successfully the negotiations which resulted in the amalgamation of the Union Depot, Mound City and Bellefontaine railway system.

Mr. Campbell is regarded as one of the wealthiest as well as the most reliable business men of St. Louis, and his advice is eagerly sought for when enterprises are suggested involving heavy expenditure.

LAUGHLIN, HENRY D., son of Tarlton C. and Anna (Hopkins) Laughlin, was born in the mountains of Bath county, Kentucky, January 21, 1848. He was educated in a log school-house near Mount Sterling, Kentucky, but his

education was interrupted by the war, which led to the breaking up of the school system in his district to a great extent. At the end of the war he spent two years on a farm and then entered the law department of the Kentucky University, at Lexington, where he graduated in the class of 1869.

He came to St. Louis in February, 1869, and was admitted to the bar in May of the same year by Judge Irwin Z. Smith, of the Circuit Court. He then proceeded to practice law, first in partnership with Mr. Charles G. Mauro, and subsequently alone. In the year 1878 he was elected judge of the Criminal Court, and occupied the position for four years, during which he had to try no less than fifty-two men for murder in the first degree. He quit the bench in 1882 in poor health, and for about one year was engaged in the tobacco warehouse business. The work was not at all congenial to him, and on his regaining his health in 1883 he returned to the practice of law and entered into partnership with Mr. R. H. Kern, under the firm name of Laughlin & Kern, which subsequently became Martin, Laughlin & Kern, by the admission of Judge Alexander Martin, who is now dean of the Law School University, at Columbia, Missouri. The partnership was dissolved when Mr. Martin moved to Columbia, and Mr. Kern going to Chicago, Judge Laughlin took Mr. George J. Tansey into the firm, which became known as Laughlin & Tansey.

Judge Laughlin is an able lawyer, well acquainted with both civil and criminal law, and is regarded on the bench as exceptionally brilliant. Since he recommenced practice he has been connected with a large number of important commercial cases, and he organized the National Hollow Brake Beam Company, with offices at Chicago. Senator Barnum, of Connecticut, was the first president of this important corporation, and Judge Laughlin succeeded the Senator on the death of that gentleman.

The Judge married in March, 1874, Miss Ella Haynes, daughter of Mr. J. E. Haynes, a well-known commission man of St. Louis. He has four children—Randolph, Hester Bates, Elmyr



Adams, and Robert Tansey. He is now at the height of his career, vigorous alike in mind and body, and a logician with few equals in the talented bar of Missouri.

GREENWOOD, MOSES JR., is one of the active and reliable real estate men who have during the last decade assisted so materially in developing the material interests of the city and in calling the attention of outside capitalists to the intrinsic value of St. Louis property generally.

Mr. Greenwood does not belong to the "boom" order of real estate men, and his work has always been of a conservative, although energetic, character. His high standing in the community and his reputation for sterling integrity has led to his being entrusted with exceptionally large sums of money for investment, and his clients' interests have been invariably watched and well cared for.

He has been exceptionally fortunate in introducing outside capital, and has consummated several deals of large magnitude, negotiating the sale of the old Benton farm to a Virginia syndicate, and selling to local syndicates large sections of property in the western part of the city, including Chamberlain Park and Rose Hill, these deals involving about a half million dollars. On several occasions he has visited England, presenting the merits and advantages of St. Louis as a field for safe investments, in 1888 selling a part of the Sutton homestead for \$250,000 to English investors, and in 1892 to

another English syndicate, East St. Louis property to the extent of considerably more than half a million, and the same purchasers have since arranged to very largely increase their holdings in the prosperous railroad town on the other side of the big bridge.

This successful real estate operator and agent was born in New Orleans. His father and grandfather were members of the firm of Moses Greenwood & Son, which for nearly half a century did an enormous trade in cotton at a

time when there was big money in that great staple of the South. He was educated at Roanoke College, Virginia, and after completing his regular studies he turned his attention to civil engineering, mastering every detail of the profession. After graduating with distinction, he connected himself with the Mississippi River Commission, occupying the position of assistant civil engineer for about four years. In 1882 he came to St. Louis, the headquarters of



MOSES GREENWOOD, JR.

the River Commission, and three years later in connection with Mr. Alfred Carr started in the real estate business, under the firm name of Carr & Greenwood.

This partnership lasted for four years, and in 1890 Mr. M. M. Greenwood, father of the subject of this sketch, came to St. Louis and the firm was organized under the name of Greenwood & Company. Of the success of the firm, mention has already been made. In five years its sales aggregated nearly ten million dollars, and in addition to the work already spoken of

it made a number of large purchases for the Merchants' Bridge and Terminal Railway Companies, including the entire site of the town of Madison.

Although so actively engaged in business of the first importance, Mr. Greenwood has not allowed secular matters to monopolize his energies and attention. No man has worked more earnestly for the Sunday-schools, both of the city and the country, than he. As president of the St. Louis Sunday-School Union he has made that body one of the strongest in the country, and on the occasion of the Seventh International and Second World's Sunday-School Convention, held in St. Louis, in September, 1893, his executive ability made the gathering a triumph of the grandest possible character.

HAARSTICK, HENRY C., the president of the Mississippi Valley Transportation Company, has been closely identified with St. Louis for upwards of forty years, and it would be difficult to point to any citizen who has done greater service for the city than has he. He arrived in St. Louis in one of the most unfortunate years of its history, when it was devastated by both fire and cholera, and he has remained in it to see it grow into a great city, influencing the commerce of nations and a model to the world in many most important respects. He is now, at the age of fifty-eight, in the very prime of life, and is recognized as one of the most reliable and conservative, although enterprising, men in the West.

This gentleman, one of the pioneers of barge transportation, by which importation of goods and exportation of grain from St. Louis via the river and New Orleans to Europe was made practicable, was born in the year 1836, at Hohenhameln, near Hildesheim, in the Kingdom of Hanover. His parents were not wealthy, and the education he received in his young boyhood was of quite an ordinary character. When he was about thirteen years of age the family decided to make their home in America, and, after a forty-nine days' voyage in sailing vessel, they landed at New York. From that metropolis steamer

was taken to Albany, canal-boat to Buffalo, and thence by steamer to Sandusky, Ohio, from which point a railroad trip was made to Cincinnati. The stay in the Ohio city was not lengthy, and on July 25, 1849, the Haarstick family landed in the city which has since been the home of the subject of this brief article.

After studying for a few years Mr. Haarstick, Jr., in February, 1853, obtained employment in the firm of Maloney & Tilton, who were carrying on a distilling business on a large scale. The work assigned to him was of a character calculated to bring out those qualities which have since made him famous. Recognizing that whatever is worth doing is worth doing well, Mr. Haarstick lent his entire energies to his duties, and after nine years of faithful service he was made a partner in the firm. The total destruction of the firm's property by fire in the same year terminated the partnership, and Mr. Haarstick, purchasing his associates' interest and the good-will, rebuilt the works and ran them for a time alone. After some four or five years he sold out on very favorable terms to Messrs. Card & Lawrence, who proceeded to conduct the business themselves.

For some time Mr. Haarstick had noticed that there was a grand opening in the river transportation business. Having outlined some plans for establishing this on a more strictly commercial basis, he proceeded to purchase stock in the Mississippi Valley Transportation Company, the only barge line at that time, and soon after, in 1869, he was elected a director of this company and was at once made its vice-president. Superintendent Greenleaf died about this time, and Mr. Haarstick became general manager of the company. He recognized at once that the company was in a somewhat embarrassed condition, and it became his business and also his delight to re-establish it on a thoroughly firm basis.

That he succeeded is of course a mere matter of history. In 1881 he had got affairs in such a condition that a sale was made to the St. Louis and Mississippi Valley Transportation Company, a new corporation with a capital of \$2,000,000,

which absorbed the four barge lines and placed them under one management. The usual cry of monopoly was of course raised, but it has been generally recognized that the amalgamation was a grand thing for the commerce of the city. The existing lines had not been making money, and as a natural consequence their equipment had been allowed to run down and the service was unsatisfactory. The new service was infinitely better in every respect, and the rate of freight between St. Louis and New Orleans has since, and is now, very much lower than at any previous time.

Mr. Haarstick continues to be the guiding spirit of this company, although he is ably assisted by his son, Mr. William T. Haarstick, its vice-president. The company owns twelve very fine tow-boats and one hundred barges, and it has sufficient equipment to carry 2,500,000 bushels of grain to New Orleans per month. It is now carrying about 16,000,000 bushels of grain for export annually, in addition to 150,000 tons of other freight. It owns large elevators at Belmont, Missouri, and at New Orleans, having also floating steam elevators at the latter point for the transfer of grain from barges to ocean vessels. At the present price of grain it will be understood how difficult it is to ship to Europe without incurring a loss. It has been Mr. Haarstick's endeavor to reduce the expense to the lowest possible point, and he has succeeded so thoroughly in doing this that the river carriage cost is now five cents per bushel, as compared with rates nearly three times as high which prevailed in the days of incompetent equipment and insolvent corporations. Mr. Haarstick was also the first to bond a water route for dutiable goods, and although the company has handled vast quantities of foreign merchandise, it has done so to the entire satisfaction of the Government, as well as of its customers.

Mr. Haarstick is naturally of a retiring disposition, and honors have had to be thrust upon him from time to time. The honored list of presidents of the Merchants' Exchange contains the name of no man who presided more ably

over that important body than that of this gentleman. He is also first vice-president and a director in the St. Louis Trust Company, and is connected with other important financial institutions. He is a walking encyclopedia on all matters connected with river transportation, and his acquaintanceship among river men is unique. In private life he is generous to a fault, and his contributions to charitable and benevolent objects have always been on a lavish scale. He married in 1861 Miss Elise Hoppe. In addition to the son already mentioned, Mr. and Mrs. Haarstick have two highly accomplished daughters.

FORDYCE, SAMUEL W.—Ranking very high among the able coterie of railroad men who manage the roads running outward from St. Louis, like the threads of a spider-web, is Samuel W. Fordyce, president of the St. Louis Southwestern Railway, popularly known as the "Cotton Belt." He was born February 7, 1840, in Guernsey county, Ohio, and his parents' names were John and Mary Ann Fordyce. He was given a good primary education in the common schools of the place in which he was born, and subsequently took the higher and finishing courses at Madison College, Uniontown, Pennsylvania, and at the North Illinois University, at Henry, Illinois.

The effect of the first employment in life is frequently to determine the whole subsequent career, and it seems to have done so in this case, for after leaving school the first position that offered was that of station agent at a little town on the line of what was then known as the Central Ohio Railway, but which has since become part of the Baltimore & Ohio. This was in 1860, and he held the situation for only a short time, the war being the cause which impelled him to leave private employment in behalf of public defense. In July, 1861, he enlisted as a private in Company B, First Ohio Volunteer Cavalry. He saw exceptionally rough and dangerous service, but it afforded him many opportunities to demonstrate his courageous and soldierly qualities. A second lieutenantcy was the



first reward conferred on him, and he was soon afterward made a first lieutenant and captain of cavalry, successively. His last promotion made him assistant inspector-general of cavalry, with an assignment to duty in the cavalry corps of the Army of the Cumberland.

After the war he went to Alabama and established the banking house of Fordyce & Rison, at Huntsville. In 1876 he moved to Arkansas, locating at Hot Springs, and resuming the railroad business. In 1881 he was made vice-president and treasurer of the Texas & St. Louis Railroad Company, and in 1885 was appointed receiver of the same road. A year later saw its reorganization, with its name changed to the St. Louis, Arkansas & Texas Railway, and Colonel Fordyce as its president; but in 1889 the road again fell into the hands of a receiver, and Colonel Fordyce was a second time appointed to that office. The second reorganization was followed by another change of name, the road becoming the St. Louis Southwestern, with Colonel Fordyce as its president, an office he yet holds, maintaining his headquarters at St. Louis.

Colonel Fordyce has always been a close student of politics and an enthusiastic participant in political campaigns, although he has never allowed such pursuits to interfere with his business by the acceptance of any but an honorary office. He is a staunch Democrat, and was a member of the Alabama State Democratic Central Committee in 1874. He was sent as a delegate from Garland county, Arkansas, to the State Gubernatorial Convention in 1880; in 1884 he was elected a delegate to the State Judicial Convention, and was afterward made a member of the National Democratic Committee for Arkansas, serving as such from 1884 to 1888. He was likewise a delegate to the National Democratic Convention at Chicago, in 1884, and again in 1892.

Colonel Fordyce was married at Huntsville, Alabama, May 1, 1866, to Miss Susan E. Chadwick, daughter of Rev. Dr. Wm. D. Chadwick, pastor of the Cumberland Presbyterian Church of Huntsville.

ORTHWEIN, CHARLES F., was born in Wurttemberg, Germany, near Stuttgart, in the year 1839. He came to this country in 1855, and was a member of the firm of Haenschen & Orthwein, from 1862 until 1870, at which date the firm of Orthwein & Mersman was formed. Mr. Mersman retiring in 1879, the two brothers, C. F. and W. D. Orthwein, formed a partnership, which continued as one of the strongest concerns in the grain commission and exporting business in the city until 1893. C. F. Orthwein is now at the head of the firm of Charles F. Orthwein & Sons, composed of himself and two sons, whose offices are in the Laclede Building.

Charles F. Orthwein is a typical German-American. Interest in his native country continues unabated. He loves to dwell upon the history of the land of his fathers; and follows with deep concern the struggles and progress of a people, which, in his judgment, is destined to raise the cause of good government and civilization, and upon whose fate depends the happiness of so many of his former associates. But that is the extent of his allegiance. He is a citizen of his adopted country without reservation. If he insists upon many of the customs and perhaps even views of his native country, it is in the belief that the welfare and prosperity of the American people depend upon the ready acceptance of what is good and strong, and the successful denial of what is bad and weak, in the several peoples whose representatives go to make up this nation. If it be true that in both respects citizens have much to learn from each other, he for his part has accepted and surrendered in the spirit in which he thinks others should; and he may therefore in the best sense be called an American.

A man of very decided views, he is an unswerving Democrat in principle; but on the other hand is strongly disinclined to submit, when in his judgment a good principle has been offended or even injured by an unworthy nomination. In other than national elections he inclines to independence in voting. As a merchant, while progressive and bold, he has at all times, with all his determination of purpose and



*Chas. F. Orthman*





energy, endeavored to hold business within the legitimate lines of trade and commerce, and to save it from the inevitable demoralization of unmixed speculation.

All in all, he must be classed with that comparatively small body of men who by a union of enterprise and conservatism aids in guiding and shaping the interests of a large community.

HIBBARD, HORACE W., the general freight agent of the Vandalia, occupies his present position both by reason of his fine business qualifications as well as that he has earned the responsible office by a long educational course in the school of practical railroad experience. He is a product of that strong and resourceful Yankee stock which has contributed so much to the reclamation and civilization of a great continent, and was born November 7, 1835, in the little town of Morgan, Vermont. In his boyhood he attended the common schools of his native place, but before his courses therein were completed, he left school and came west in quest of that success which he felt certain the more extended opportunities of the new country would afford him.

His railroad career was begun at Tolano, Illinois, in March 1858, when he began work as a switchman for the Illinois Central Railroad. During the succeeding year (1859) he acted as clerk to the station agent at Tuscola, Illinois, for a short time, and left that place to accept the position of chief freight clerk at Mattoon, Illinois, for the St. Louis, Alton & Terre Haute

Railroad. His business capacity had by this time won the notice and favor of his superior officers, and in July, 1860, he received substantial evidences of the fact in his appointment as station agent at Pana, Illinois, where he served until November, 1862. In that month he was changed back to Mattoon by the road, and there acted as station agent until the end of the year 1865.

In December, 1865, he was given a great advance, being promoted at one step from station agent to general freight agent of the Vandalia, with headquarters at St. Louis. Here he has served ever since in that capacity, and it is stated that he has held his office more consecutive years than any other freight agent in the United States.

The elevation of Mr. Hibbard to the office he now holds has more than justified in every way his superior officers' original estimate of him. His executive ability and business capacity proved equal to the great responsibilities of the office from the beginning. Few roads in the country have to-day a better managed freight department than the Vandalia. He is a hustler for business and commands the confidence of his superior officers and the respect and friendship of the army of employes under him. His manner is really kindly and genial, and he impresses one on first meeting him with his evident genuineness.

February 4, 1863, Mr. Hibbard was married to Miss Caroline E. Sears, of Shelbyville, Illinois. They have one child—a daughter.



HORACE W. HIBBARD.

WILKERSON, EDWARD, the head of the Covenant Mutual Life Insurance Company, of St. Louis, is one of the southern colony in this city. Virginia is his native State, although he was reared in Mississippi. He is the son of Philip and Susan (Warley) Wilkerson, and was born November 19, 1827, in Bedford county, near Lynchburg, Virginia. It was in 1833, when he was six years old, that the family moved to Mississippi. Here he received his first schooling, but left his books when eleven years of age to accept a position as clerk in a general store, and while here, at idle moments turned his attention to learning book-keeping, with the result that at sixteen he was made book-keeper of the house.

When he was nineteen years old, the Mexican war was in progress, and he left his books and enlisted in the Fifth Louisiana Volunteers. He served but four months, however, as but one regiment was asked for from Louisiana and six were sent, and his regiment was one which was sent back. On his discharge he went to Vicksburg and found employment in a store as clerk, then went to Memphis, still following the same occupation, and in 1850 came to St. Louis. Here he took up the auction business for two years, and then became the book-keeper for Pomery Burton.

In 1864 the wholesale dry goods firm of Hastings-Wilkerson was formed. In 1867 he withdrew from the firm and bought an interest in the dry goods house of Jno. G. Allen & Sons, from which he severed relations in 1869 to accept the general agency of the insurance company with which he is still connected, and to the presidency of which he was first elected in 1870.

Mr. Wilkerson is an active Democrat and has served his city as police commissioner, and his party as chairman of the Ninth Congressional District Committee for a decade. He is a prominent Odd Fellow and has held the highest places of trust in that order.

On February 15, 1860, he was married to Miss Virginia Cline, of St. Louis. They have five children.

MASON, ISAAC MASON, the son of Morgan and Parmelia (Stevenson) Mason, was born in Brownsville, Pennsylvania, on the 4th of March, 1831. His educational advantages were in the public and private schools in the county in which he was born and which he utilized with the faithfulness and energy that has characterized all of the efforts of his life.

Owing to a limitation of circumstances he was obliged to commence his business career at an early age. His first employment was that of a flour packer in a flouring mill, and soon after as clerk in a general store. He then became a steamboat clerk, navigating the Monongahela river, first serving on the steamers *Consul* and *Atlantic*, that ran afterwards from Pittsburgh, Pennsylvania, to St. Louis.

In that service he displayed a great energy and ambition to promote the interests of his employers, never believing that a personal sacrifice of comfort and convenience could be lost, which soon attracted their favorable attention, and he was offered the command of a boat. To that habit of industry and earnest application to the discharge of a duty, he owed all his future success, and it forms an example which the young man of to-day can profit by.

That generous offer of his river associates included a one-fourth interest in a new steamer which was built and called the *Summit*, and of which he took command. At that time he was only nineteen years and four months of age, and the youngest captain on the rivers of the Mississippi Valley. That splendid start in life, although eminently gratifying to the young officer of a steamboat, was only the logical result of integrity and faithful discharge of duty.

Soon after he became captain of the *Summit*, a favorable opportunity occurring, that boat was sold, and he took a position as clerk of the *Honduras* and afterwards of the *Australia*, owning part interest in the latter boat. Then he successively commanded the steamers *Fred. Lorenzo*, *Savannah* and *Hawk Eye State*.

In 1852 he was running in the Missouri river trade, as far up as Omaha and Council Bluffs. At that time the condition of the country was

such that the boats carried axes with which to cut their own wood for fuel. In 1860 the Northern Transportation Line was organized. It operated in the trade of the upper Mississippi river. Captain Mason, who became a stockholder in this line, was then appointed its general freight agent, with headquarters at St. Louis, which position he held for eleven years, having been in the employ of the company for a period of fifteen years.

In 1876 he was elected to the position of marshal of St. Louis county, which then included the city. After the adoption of the scheme and charter, separating the city and county, he held his full official term, and was then re-elected marshal of the city.

In 1880 he was elected to the office of sheriff, and, discharging the duties of the position with such fidelity to the public interest, he was compelled to accept a second term and succeed himself, it being the third instance in which a Republican sheriff succeeded himself in that office in the history of the city. Not only does that public compliment attach to his reputation, but it was conceded by members of both parties that he could have been elected a third time if he had consented to be a candidate.

In 1884 he was appointed general superintendent of the St. Louis and New Orleans Anchor Line steamers, and three years later, in 1887, he was made president of that important line, consisting of ten steamers. Six of these steamers run from St. Louis to New Orleans. In January, 1892, Captain Mason was almost unanimously elected to the presidency of the St. Louis Merchants' Exchange.

He was married November 16, 1852, to Miss Mary Tiernan, of Brownsville, Pennsylvania, his native town, and their children are: Charles P., William H., George M., Frank I. and Mary P.—all living.

Such are the interesting features of a useful and valuable life, which is the outgrowth of an ancestry composed of sturdy Pennsylvania stock, the mother of Captain Mason being a member of the Society of Friends, of which William Penn was the first to settle in that State.

WHITMAN, CHARLES EDWARD, is a member of a family which has given to the agricultural industry many of the inventions that have made it one of the most important in this country. The first member of it to settle in the United States was John Whitman, who came from Holt, England, and made his home in Weymouth, Massachusetts, about 1630. He was recognized by all the early settlers as a man of distinction, and his name figures conspicuously in the early history of the colonies as one of the men selected, for recognized integrity and ability, to act as arbitrator in disputes between the Puritans.

His son followed closely in his father's footsteps, and was an influential man among the citizens of Weymouth. After him came the soldier of the family, a man who fought under Washington in the war of the Revolution, and rendered signal service to the cause of liberty. His son was Luther Whitman, who was born in Bridgewater, Massachusetts, March 10, 1802. He married Pamela Elizabeth McDuffy, who came from a Maine family. She was born in South Berwick, Maine, March 14, 1806, and is still living at Cambridge, Massachusetts, a hale and cheerful woman of eighty-eight. Her husband was one of the first men who manufactured agricultural implements in the United States.

Charles E. Whitman, one of the sons of this remarkable couple, first acquired his interest in the business in which he was employed in watching his father's direction of the working the factory where the implements were hammered out. He was born in Wintrop, June 20, 1838, and went to the public schools of that place. Later he was sent to academies in Monmouth and Wintrop, where he studied assiduously until he was sixteen years old. Then he left the academy and took charge of the books of his father's business for four years. Then the Walter A. Wood Machine Company offered him a remunerative place with their concern, and he accepted it.

He introduced the machines of the company in New England, and after two years he was sent to Chicago to manage the western sales



department. His territory then extended from Ohio to the Pacific Coast, the part of the country where most of the reaping and mowing machines were sold. Mr. Whitman pushed his work forward energetically, and by 1870, ten years later, he had built up a gigantic trade with all the farming districts west of the Alleghanies.

The great Chicago fire was an epoch in his life. Every business in the city halted for a while, of course, and in this interval Mr. Whitman, after considering the prospects, decided to establish his own business. Resigning the management of the Wood house, he came to St. Louis in 1871, and with his brothers, Henry and Gustavus Whitman, established the business which has grown to its present important proportions.

The venture was successful in the highest degree from the beginning, and in 1875 it was found advantageous to incorporate the concern. This was done under the name of the Whitman Agricultural Company, with Charles E. Whitman as president and general manager, and Henry Whitman as secretary. The brothers continue to divide the work and responsibility in this way.

Among the triumphs of the subject of this sketch is the Whitman baling press, which obtained the grand gold medal at the Paris Exposition of 1889, as well as a special prize for the best work in the field, awarded by the French government. At the World's Fair, twenty-one highest awards were secured, and the firm's success was phenomenal.

Mr. Whitman is a member of the Manufacturers' and Lumbermen's Exchange; of the Implement and Vehicle Association, and of the Merchants' Exchange. He is a Mason of the Blue Lodge and Scottish Rite, and a hard working member of the Mercantile Club and of the Jockey Club.

In October, 1872, Mr. Whitman married Miss Annie R. Waterman, a daughter of Hon. A. P. Waterman, who is one of the oldest and most prominent and influential citizens of Beloit, Wisconsin.

HOUSER, DANIEL M.—On a preceding page in this work, mention is made of the national reputation which St. Louis newspapers have acquired, and more particularly of the great success of the *Globe-Democrat*, which is now occupying one of the most complete and well-arranged newspaper office buildings in the United States. This work would not be complete without at least a passing reference to the President of the Bompany which owns this magnificent building and influential newspaper. This is Mr. Daniel M. Houser, one of the best-known newspaper men and publishers in the West. He is looked upon in St. Louis as one of its safest men, combining enterprise and conservatism to an extent which is seldom found in one man. As President of the *Globe* Printing Company he has been acting business manager of that paper since its publication under its present name, and prior to that he had made himself known in connection with his excellent work on the *Globe*, which he established in connection with Mr. William McKee, about twenty-two years ago. The *Globe* made its influence felt immediately on publication, and within three years it became consolidated with the *Democrat*, its senior by about a quarter of a century.

Mr. Houser is a native of Maryland, but has resided in Missouri almost from infancy. He is the son of Mr. Elias Houser and Mrs. Eliza Houser, formerly Miss Malott, and his parents resided at the time of his birth, on December 23, 1834, in Washington county, Maryland. They moved some four years later to Clarke county in this State, where the subject of this sketch attended the country public schools until 1846, when the removal of his parents to St. Louis enabled him to secure better educational advantages.

After studying three years in the public schools, he, in 1851, secured a position in a humble capacity in the office of the *Union*. Like the majority of men who occupy a foremost position in St. Louis commercial life, Mr. Houser commenced at the very bottom of the ladder and made his way unaided. His progress was very rapid, for he did his work so well that



*A. M. Houser*





his employers almost immediately promoted him to a more important position.

He was with the *Union* when Messrs. Hill and McKee purchased it and merged it with the *Missouri Democrat*. His upward progress continued unchecked until the Honorable Francis P. Blair bought out Mr. Hill, when Mr. Houser, who had just attained his majority, was appointed book-keeper and general manager. Not long after he bought out Mr. Blair and secured a large interest in the firm of McKee, Fishback & Company. For the next ten years he acted as business and financial manager of the paper, and although this decade included the war years, he made the paper such a success that Mr. Fishback finally purchased the interest of his two partners for a trifle less than half a million dollars.

This transaction led to the establishment of the *St. Louis Globe*, of which Mr. Houser became business manager. The new paper started out full of life and energy, and three years later Messrs. McKee and Houser repurchased their stock in the amusingly misnamed Republican newspaper, the *Democrat*, and the *Globe-Democrat*, whose subsequent career has been so remarkable and influential, came into existence. Mr. McKee became president of the new company and retained the position until his sudden death in December, 1879, when Mr. D. M. Houser succeeded him. He has thus, for about fifteen years, been in absolute control of the business section of one of the most important papers in the country.

Socially, Mr. Houser is exceedingly popular, and his kindness of heart is proverbial. Recognizing the fact that his position gave him exceptional and, perhaps, a slightly unfair advantage, he has kept scrupulously aloof from partisan politics, and has always refused to accept office of any kind, although he has been often asked to depart from his resolution in this respect. He is regarded by the newspaper fraternity as one of the ablest newspaper managers in the country, and he is a personal friend and adviser of each of his numerous employes.

In 1862 Mr. Houser married Miss Maggie In-

gram, of this city. The result of this union was two sons and a daughter. The oldest son, William M., is now treasurer of the Globe Printing Company, and the younger, Mr. Daniel M., Jr., is also in that company's employ. Mrs. Houser died in February, 1880, and on January 23, 1889, Mr. Houser married Miss Agnes Barlow, daughter of Stephen D. Barlow, by whom he has three children. The family resided in a very pleasant home at 1724 Chouteau avenue, but Mr. Houser has just erected an exceptionally handsome house at 4525 West Pine street.

CRUNDEN, FREDERICK MORGAN, deserves special mention in a record of the achievements of the leading citizens of St. Louis, on account of his faithful labors in behalf of a free library. When Mr. Crunden began to agitate the question of the abolition of the small fees charged at the Public Library, he received little encouragement, except of a sympathetic character, and few people thought he would succeed in his crusade. He, however, persevered, in spite of discouragement, and pointed out again and again, with much force, that the small fees charged pressed most heavily on those least able to pay them, and that they were a distinct tax upon study and a hindrance to those in search of a higher education. The old Public School Library, now known as the Public Library, is now free in fact as well as name, and that Mr. Crunden was correct in his estimates and deductions is evidenced by the enormous increase in the attendance and demand for books.

The man who has the distinction of being the first librarian of the first public free library in St. Louis is of English descent. His parents, Benjamin R. and Mary (Morgan) Crunden, resided at Gravesend, at the mouth of the river Thames, in England, where, on September 1, 1848, Frederick M. was born. He was brought to America when he was an infant, and soon entered the public schools of this city.

Mr. B. R. Crunden died when Frederick M. was quite young, leaving Mrs. Crunden with two young sons. The St. Louis Public Librarian attributes all his success in life to his

mother's noble example and admirable training.

When thirteen years of age he entered the High School, with a higher percentage than any other applicant, and he graduated from the High School with such honors that he was awarded the scholarship of Washington University given to the first in the graduating class.

Skipping the Freshman's class he entered the Sophomore class, and graduated with honors in 1869. For about eight months he taught in the University Academy, and was next appointed principal at Jefferson School. In the following year he was made principal of the Benton School, and opened the new building on Ninth and Locust streets. His next position was as professor of elocution at Washington University, but at the close of the term of 1876 he was compelled to resign this position on account of weakness of the throat. After spending the winter in Colorado he was, on January 7, 1877, installed as librarian of the Public School Library in the old Polytechnic Building.

He at once commenced a system of reform in the management of the library, and in a few years had brought it to a high state of perfection. By nature a book-lover and collector, he adopted a system of cataloguing which proved a great advance on past efforts, and the library soon became a favorite resort of students and scholars, as well as of the pupils of the public schools, for whose use the library was originally designed. In 1889 the American Library Association recognized the ability of Mr. Crunden by making him its fourth president, and quite recently he was offered the librarianship at the Newberry Library at Chicago, a position he declined at the earnest solicitation of the library committee, and because he was anxious to complete the great work he had undertaken so zealously here.

As a public citizen Mr. Crunden's position is very high. He is a member of the Mercantile Club, and was one of the earliest members of the University Round Table and McCulloch clubs. He is also a member of the Artists' Guild and an enthusiastic worker on the executive com-

mittee of the Missouri Civil Service Reform Association.

In June, 1889, Mr. Crunden married Miss Kate Edmondson, daughter of the late Edmund J. Edmondson, a distinguished English tenor singer and musical director, whose name frequently appeared in high-class programmes in Manchester and the North of England. Their only son is named Frederick Edmondson Crunden.

ANDERSON, WILLIAM T., president of the Farmers' Elevator Company, and ex-president of the Merchants' Exchange, is one of the most influential grain men in the West. He is a man of intense earnestness and of high moral character, and he has won for himself the respect and admiration of all classes of citizens, including in this term all connected with the Merchants' Exchange, and also politicians of all shades of opinion. Mr. Anderson is one of the few wealthy citizens who have been persuaded to take an active part in the administration of local affairs. Some three years ago, when there was so much complaining about the administration of public affairs, people generally looked around for some reliable man who could be sent to the Council and influence legislation in the right direction. Mr. Anderson was persuaded to make the necessary sacrifice of his time and accept the nomination on the Democratic ticket. He received not only the full vote of his own party, but the support of a large number of Republicans, who saw in him a business man who would introduce into municipal politics the same principles which had made him wealthy and respected in his private career. Both as a member of the City Council, and as president of the Merchants' Exchange during the year 1893, Mr. Anderson cemented his hold on the affections and respect of the people. His fearless exposure of wrong while in the Council has been commented upon with special favor, and he has not given a vote, while in office, which could be regarded as open to suspicion or censure.

Mr. Anderson is a Missourian by birth. He was born in Randolph county, Missouri, in 1842.

When he was quite young he was taken by his parents, Benjamin and Sarah (Westlake) Anderson, to Columbia, and he was raised within sight of the State University. His parents were well-known and substantial citizens, and he himself commenced business in Columbia as a grocer and queensware merchant. Succeeding beyond his expectations, he soon became enabled to acquire the well-known Columbia Mills, which he operated with marked success for several years.

Early in the eighties, Mr. Anderson determined to locate in a metropolitan city, in order that the laudable ambition which he felt should have full scope for operation. He accordingly located in St. Louis, and immediately became identified with the commission business, establishing the firm of W. T. Anderson & Company. From the first he was a popular and influential member of the Merchants' Exchange, and served that body in several capacities until the year 1893, when, as already mentioned, he was

elected to the highest office within the gift of the members. He made a very progressive president, and it was during his administration that the long-needed changes, including the reorganization and practical rebuilding of the Exchange, were finally got into proper shape. The improvements, which are now nearly completed, bear out, in every respect, the expectations of Mr. Anderson and those who gave support to his policy.

His election to the City Council, and the conditions and indeed abuses which brought it

about, have already been spoken of. That Mr. Anderson is a Democrat has almost been forgotten since his election, because his work has been so strictly business-like in character that he has, in the discharge of his duties, lost sight of mere party questions. He has served with marked success on the committees on municipal affairs, claims and legislation, public improvements and ways and means. He has made himself conspicuous by insisting that suitable men be appointed to responsible positions, and has not

allowed mere party obligations to blind his judgment in matters of a strictly business character. Thanks largely to his efforts, first-class men are at the head of more than one important city department, and every municipal officer feels that he has Mr. Anderson behind him in any effort to do right, regardless of consequences.

Another matter which brought Mr. Anderson prominently to the front as a local legislator was the way in which he insisted upon a

proper collection of taxes of all character.

While attending to his public duties Mr. Anderson has also been very successful in his own affairs. He is now quite a wealthy man, and in addition to being president of the Farmers' Elevator Company, he is also director and a large stockholder in the St. Louis National Bank.

On September 8, 1868, Mr. Anderson married Miss Bettie Gertrude Baker, of Columbia, by whom he has had five children. His early associations with Columbia have caused him to retain for that town a most friendly interest, and



WILLIAM T. ANDERSON.



he has recently erected an electric light and water plant at Columbia, at a cost of nearly a hundred thousand dollars. This plant was completed during last year, and is of inestimable value to the little Missouri town so intimately connected with State education and learning.

EISEMAN, BENJAMIN, or "Ben" Eiseman, as he is known to his hundreds of friends in St. Louis and the territory which his firm supplies with dry goods, is one of the most prominent men in the wholesale trade of this city. He is the credit man and general financial and office manager of the firm of Rice, Stix & Company, in which he is also a partner. His reputation for sound common sense is of the highest, and he is frequently consulted by his business friends and associates on matters involving the investment of large sums of money, and on special points of commercial policy. But to know Mr. Eiseman thoroughly and to appreciate his sterling merits at their true worth, one must come in contact with him in social life. He is kind-hearted to a fault, and is always ready to lend his hand and heart towards bettering the condition of his fellow-men. No charity in the city of St. Louis asks in vain for his assistance, and he is exceptionally broad-minded in his benevolence, neither the creed nor race of an applicant for relief having any influence at all upon his actions. The essential qualities of his make-up are very similar to those which attracted world-wide admiration in Sir Moses Montefiori during the most active part of his long life. Like all men who have a large acquaintance among commercial travelers, Mr. Eiseman is a prince among entertainers, and his pleasant home on Pine street, two blocks east of Grand avenue, is the scene of frequent gatherings and reunions of the most interesting character.

Mr. Eiseman is about sixty years of age, having been born in Baden, Germany, in the year 1833. His parents were Mr. J. W. and Mrs. Fanny (Kaufman) Eiseman, and the former died when the subject of this sketch was but fourteen years of age. This compelled him to leave school and commence to earn his own liv-

ing, so that the bulk of his education has been obtained by private study out of office hours. For about five years young Eiseman clerked in a mercantile and banking establishment at Baden, but in the year 1854 he decided to come to America and map out a career for himself.

Settling in Philadelphia, the young immigrant attended school for one year so as to make himself acquainted with the language of the country of his adoption. An uncle, who was in the dry goods business at Davenport, Iowa, then offered him a clerkship, which he accepted. Later he did similar work at St. Joseph, Missouri, and shortly after the outbreak of the war he removed to Memphis. In that city he became acquainted with Messrs. Henry Rice and William Stix, and these three enterprising gentlemen established a wholesale and retail dry goods house in that war-stricken city. Besides establishing this new business on a sound footing, Mr. Eiseman lent his aid to the vigorous effort made to restore Memphis to a more satisfactory condition commercially. He assisted in the organizing of several insurance companies, and also worked very earnestly on behalf of the First National Bank, of which organization he became a director.

In the year 1867 the wholesale business of Rice, Stix & Company, as the new firm was styled, had become so extensive that it was deemed advisable to abandon the retail branch, and the house became, what it is to-day, an exclusively wholesale dry goods company. As a result of the yellow fever epidemic of 1879, the firm established a house in St. Louis, selecting as quarters a store on Broadway, between Locust and St. Charles streets. In 1881 the great success of the St. Louis house led to the headquarters of the firm being moved entirely to this city, the Memphis establishment not being continued. The wisdom of the change has been thoroughly shown, for St. Louis has now become one of the leading wholesale centers in the country, more especially in dry goods, notions and furnishing goods, in which Rice, Stix & Company are very prominent. The premises first secured soon proved inadequate for their



*Reisner*





purpose, and the larger house at the corner of Broadway and St. Charles street was also outgrown by the end of the year 1889, the firm moving on New Year's Day, 1890, to the commercial palace they now occupy on Washington avenue at the corner of Tenth street. The members of the firm are Henry Rice, William Stix, Jonathan Rice, Benjamin Eiseman, David Eiseman and Elias Michael. All of these men enjoy the respect and confidence of a large section of the dry goods trade of the country, and more especially in the Southern and Southwestern States.

As already mentioned, the subject of this sketch has entire control of the financial and office management of the main establishment; Mr. Henry Rice taking charge of the extensive branch office at New York. Mr. Eiseman is a prominent member of the Mercantile, Harmonie and Fair Grounds Jockey clubs, and no movement for the betterment of the city of St. Louis has failed to secure his hearty co-operation.

He is also a director in the Continental National Bank, and gives his entire attention to business and financial matters. He has never taken a prominent part in politics, and is looked upon as one of the most liberal-minded men on all questions that St. Louis possesses. He is strictly a self-made man, and has great sympathy for young men who are endeavoring to make their way in the world against heavy odds.

WARNER, CHARLES GUILLE, an experienced railroad man, has worked his way up from the

bottom of the ladder to the responsible position of vice-president and general auditor of the great Missouri Pacific Railroad system. He is about fifty years of age, and although born in the State of Ohio, is a thorough western man in his instincts and habits, and more particularly in his industry and love for hard work. He has resided in Missouri ever since the war, and for about a quarter of a century has been a St. Louis man, and a firm believer in the importance and future of the city of his adoption.



C. G. WARNER.

He was born in Zanesville, Ohio, on December 28, 1844, his parents being Daniel and Juliette Hester Warner. He was naturally a bright, intelligent boy, and while attending the public schools at Chillicothe in his native State he advanced very rapidly in the rudiments of education. A course of study at Washington Academy, Washington, Kentucky, further equipped him for the battle of life, but he left without graduating, at the age of fifteen. From

that time he has fought his own way in the world, and his success is due entirely to his perseverance, integrity and sterling common sense.

The best opening that presented itself to him on leaving college was a clerkship in a dry goods house at Alton, Illinois, a city which at that time was much more important, comparatively speaking, than it is now. He quickly secured the confidence of his employers, and would probably have made his mark in the commercial world but for the fact that on the outbreak of the war he abandoned the dry goods

counter for the battlefield. Giving the controversy between North and South his careful attention, he decided to enlist in the Thirty-second Regiment of Missouri Infantry Volunteers, which was commanded by Colonel F. M. Manter, of St. Louis. He joined the regiment as a private in 1862, serving with a large number of gentlemen who have since risen to prominence in this section, among them being Judge A. J. Seay, who has since become Governor of Oklahoma.

Mr. Warner had risen to the rank of captain by the time his term of service had expired. On being mustered, out Captain Warner located on a farm in Jefferson county, this State. He found farming fairly profitable, but finally abandoned it for a more active career. Hunting around for a position he accepted the first vacancy, which was delivery clerk in the employ of the Great Western Despatch, which was operating on the Ohio & Mississippi Railroad. His aptitude for railroad work was peculiarly demonstrated in this comparatively humble position, and in 1869 a clerkship was offered him in the St. Louis offices of the Missouri Pacific Railroad.

From that time forward Captain Warner's advance has been rapid. Although not backed up by any special influence, he has been promoted again and again, until he has finally become, as already stated, vice-president and auditor of one of the largest railroad systems in the world.

Captain Warner married Miss Anna Cecilia Roden long before prosperity came to him. He has three daughters who reside with him in his elegant St. Louis home. He is very popular in railroad and also in commercial and society circles, and is a member of the Mercantile and other clubs.

RYAN, O'NEILL, son of Richard Ryan, native of Tipperary, Ireland, civil engineer, and Margaret (O'Neill) Ryan, a daughter of Oliver O'Neill, one of the heroes of '98, was born in St. Louis, January 5, 1860—six years before his father's death.

He attended the public schools at St. Louis, and even in his early boyhood developed great

ability as an elocutionist. His great ambition was to acquire a classical education, but at the age of thirteen years he was compelled to begin work on his own account. After a few years he entered the law office of Hon. Given Campbell (in the capacity of office-boy), one of the leading lawyers in the West. Mr. Campbell at once recognized his sterling qualities, and by guiding his studies enabled him to a great extent to make up the lack of collegiate training.

When only twenty years of age Mr. Ryan passed his examination in the Circuit Court at St. Louis with great credit to himself, and at once began the practice of law. Starting out under his friend and guide, Mr. Campbell, he mapped out a course for himself, and was soon recognized as one of the ablest members of the bar in the Circuit and Federal courts in St. Louis. Mr. Ryan's special forte is pleading. He has a large clientage, and never lets an important point escape attention. He continues to keep up the high standard his talents and energy have established, and is much feared by opposing counsel, especially in jury cases.

He has inherited, to a marked degree, the patriotism and loyalty of his ancestors. To his mother he owes the strong individuality which has marked his career, and his steadfastness of purpose and perseverance in the right. To her, also, he owes his unfailing faith in the people and their right and capacity to govern themselves. The love of liberty has been instilled from his earliest infancy, and his speeches in favor of greater freedom for the oppressed people of Ireland are but the natural result of the early training and strong character of a noble mother, who knows so well how much and how long her native land has suffered.

Mr. Ryan has been connected with the Irish National League of America since 1881, and in 1884, at Boston, was elected first vice-president, and was unanimously elected chairman at the last convention in Chicago. He was the orator of the day in New York, at the Academy of Music, March 4, 1892, at the Emmet celebration, and also at Philadelphia in March, 1894. In the summer of 1892 he was one of three com-

missioners sent to Ireland by the National League to endeavor to unite the warring factions in the Irish Parliamentary party.

In 1890 he was elected Supreme Chancellor of the Legion of Honor, a prominent local organization, and discharged the duties of this important office with singular ability. In 1892 he responded to the toast, "The Day We Celebrate," at the banquet of the Knights of St. Patrick, of which he is a distinguished member.

When an almost friendless boy, with but limited opportunities, hews a pathway for his own advancement, and scales the heights of success and honor, the world should gladly make record of his name. We are all too prone to think of a man's present position as something which has always existed. Mr. Ryan to-day views the future from the vantage ground his own efforts have raised; but with this he is not content, and his studious habits and careful work promise still greater professional advancement.

In St. Louis Mr. Ryan's ability as an orator is thoroughly appreciated, and he is usually the first man called upon to assist on occasions where a brilliant speech is desired. He has spoken in nearly every large city in America. He is an orator in the broad sense. His words, at will, flow zephyr-like, bearing the roses' sweets, and bid defiance to logic and reason, or fall in clear-cut sentences of deliberate argument. There is in him that remarkable and almost inimitable versatility which fits him for the rostrum or the political meeting, and makes him

a power before a jury or in an appellate court.

Mr. Ryan is a bachelor, and, being a great reader, pays but little attention to society.

In politics he has always been a Democrat, and active in every campaign in the city of St. Louis, where he is very popular. He has wisely left office to his friends and devoted himself to his profession.

BURLEIGH, WILLIAM JOHN, M.D., was born in Providence, Rhode Island, August 15, 1855,

in the common schools of which city he acquired his early education, graduating from the Providence High School in 1872, when he began a collegiate course at the Fountain Academy, then under the control of the Christian Brothers.

In 1874 he came west with his parents, James E. and Mary (McShea) Burleigh, and in 1879 he began the study of medicine in the Homœopathic Medical College of Missouri, attending one session only. In 1880

he entered the Missouri Medical College, and graduated in the spring of 1883. In July he went to Philadelphia, and attended the Hahnemann Medical College of that city for one year, graduating in spring, 1884. He then returned to St. Louis, and has ever since made this city his home. The Doctor has figured very prominently in connection with the homœopathic brethren as clinician of the Homœopathic Medical College in 1884, which position he continued to fill until called to the chair of professor of clinical medicine and physical diagnosis.



O'NEILL RYAN.



He severed his connection with the college in 1891. He has always evinced a lively interest in the State National Guards, having at one time carried a musket in the ranks of the famous "Rainwater Rifles;" he has also been appointed and acted as assistant surgeon of the First Regiment, N. G. M., with the rank of captain. He is a member of the famous "Marquette Club."

Dr. Burleigh is a polished, cultured and graceful gentleman, suggestive of the olden school, yet possessed of all the vigor, ambition and "get up and get" of the modern. He is in the prime of life, and, as yet, travels the social world in single harness. The Doctor has worked earnestly, early and late, never flagging in his energy, and, as a result, he has now that of which any man might well feel proud.

CLARK, S. H. H., president and general manager of the Union Pacific Railroad, and whose excellent work for the Missouri Pacific led to his being also elected president of that mammoth system, is probably the best known and most influential railroad man west of the Mississippi river. His work in connection with the Union Pacific Railway, has been of the highest possible order, so much so that when on the death of Mr. Jay Gould, Mr. Clark was elected president of the Missouri Pacific Railroad, the directors of the Union Pacific ignored his resignation and insisted on his continuing at their head, at least for a time. Their importunity and determination met with the desired result, and finally the difficulties were adjusted by Mr. George Gould accepting the presidency of the Missouri Pacific, leaving Mr. Clark at the head of the corporation whose affairs he had straightened out so ably.

The details of Mr. Clark's early life are meager, but enough of them is known to show that he owes all his prosperity and reputation to his own individual exertions. To say that he is a self-made man, is to use an expression repeated so frequently that it has lost its real significance. Mr. Clark was born on a farm near Morristown, New Jersey. His father was not a wealthy man, and when the subject of this sketch was

but eleven years of age, an accident to Mr. Clark, Sr., threw the son upon his own resources. Hunting around for employment which would provide food and clothing, young Clark found a position in a stone quarry, where he worked for some time. Fortunately he was of a studious disposition and continued his studies at night, although often too tired after a hard day's work to do much reading.

While still a boy he obtained employment on a local railroad. His position was an humble one, but he gave it the most careful attention and rapidly rose in the ranks. Finally he became conductor of a passenger train running out of Harrisburg, Pennsylvania. Here his sterling abilities made themselves evident, and attracted the attention of Mr. Sidney Dillon, of New York, who formed a strong friendship for the intelligent and handsome conductor, and finally appointed him general manager of the Flushing Railroad on Long Island. The interest of Mr. Dillon, and his New York associates, were so well looked after, that when Mr. Dillon secured a controlling interest in the Union Pacific system in 1868, Mr. Clark was sent for and was appointed first general freight agent. Promotion followed rapidly, and the name of second vice-president, and general manager, Clark, very soon became a household word in national railroad circles.

It was while discharging the arduous duties of this position that Mr. Clark first came into contact with Mr. Jay Gould, and a very warm friendship sprung up between the great railroad king and the gentleman who was so faithfully watching the interests of those who had placed their trust in him. In 1884 Mr. Gould persuaded Mr. Clark to accept the general management of the Gould southwestern system, and from November 1886 he had full control of that magnificent system, with its 7,000 miles of track, and its earnings of nearly thirty millions per annum. When Mr. Gould secured a controlling interest in the Union Pacific, he at once selected Mr. Clark as president.

Mr. Clark is not yet, by any means, an old man, although his attention to details and gen-



*S. H. Clark*





eral hard work have somewhat impaired his health. He is a man of very fine presence, considerably above the average height, and very deliberate and convincing in his speech.

JONES, BRECKINRIDGE, was born October 2, 1856, near Danville, Boyle county, Kentucky. His father was Daniel Wm. Jones, who married, October 18, 1842, Rebecca Robertson Dunlap. He was a merchant and extensive farmer and trader in Central Kentucky, until the breaking out of the civil war.

He was out-spoken in his sympathies for the South, and therefore, in November, 1861, was indicted for treason in the Federal court, at Frankfort, Kentucky. His health prevented him from enlisting in the confederate army, but his well-known Southern sympathies forced him to remain away from his home, and further south, almost throughout the war. At the close of the war he took his family to New York city,

where, for two years, he was a banker and broker in Wall street. While there, his home was on Staten Island, from which his son, Breckinridge, during the session of 1866-7, attended the then well-known school of George C. Anthon, in New York city.

In 1867 the father returned with his family to Kentucky, and was the daily companion and adviser of his son during the latter's college days. By this association the views and characteristics of the father were impressed on the son. He was of impulsive temperament, quick to resent an insult, decided and pronounced in

his likes and dislikes, of mature and wise judgment, a liberal provider for his family, and a hospitable and constant entertainer of his friends. He was the son of Robert Jones and his wife, Nancy Talbott. This Robert Jones was the son of a Baptist preacher, John Jones and his wife, Elizabeth Elrod, whom he had married at Shallow Ford, then in Yadkin county, North Carolina, and came to Kentucky among its earliest settlers, living in Bryant Station more than a year. This John Jones was a son

of David (or John) Jones, from Wales, and Mary (Polly) McCann, from Ireland. Elizabeth Elrod was the daughter of Robert Elrod, from Germany, and his wife, Sarah Wilson, from England. Nancy Talbott, the grandmother of the subject of this sketch, was the daughter of Demovil Talbott, a Revolutionary soldier, and his wife, Margaret Williams, both of Bourbon county, Kentucky.

The mother (still living) of our subject is of the best strain of those



BRECKINRIDGE JONES.

Scotch-Irish settlers who, about 1735, settled in the valley of Virginia, and became the earliest and most heroic of Kentucky's earliest settlers. Her brothers were all men of distinction. George W. Dunlap was one of the war congressmen from Kentucky, and was for a generation one of the leaders of the bar in his State. He was the father of that gifted Kentucky poetess, Miss Eugenia Dunlap Potts. Theodore Dunlap died in middle-life, a distinguished physician. Richard W. Dunlap was for many years chairman of the State Board of Health of

Kentucky, and a physician of national prominence. Another brother, Lafayette Dunlap, was, at 22 years of age, a member of the Kentucky Legislature, afterwards an officer in the war with Mexico; went to California, in 1848, and died within a year, having been elected a member of the Legislature there. Her father, George Dunlap (born January 29, 1789, died June 30, 1851), and whose picture adorns the walls of the court-house of Lincoln, one of the three original counties in Kentucky, was there for many years "a member of the county court under the old constitution." It is said of him that he stood as a public arbitrator among his neighbors, scarcely ever permitting a case to come to trial, and never issued a fee bill in his life. Of this family was the gallant Hugh McKee, another Kentuckian, recognized as one of the heroes of the American navy. He led the attack and was one of the first to reach the forts of Corea, Asia, June 11, 1871. Admiral Rogers, in the report of the fight, said: "The citadel has been named Fort McKee in honor of that gallant officer, who led the assault upon it, and who gave his life for the honor of his flag."

Breckinridge Jones entered the Kentucky University at Lexington as a freshman, in September, 1871, and the next year, his father having bought a home at Danville, Kentucky, the son entered Centre College, from which he was graduated in 1875. During the following session he taught in a graded school at Lawrenceburg, Kentucky, and the two years after was a law student in the office of the distinguished Col. Thomas Peyton Hill, at Stanford, Kentucky, being admitted to the bar in 1877. In October, 1878, he came to St. Louis, entering the law office of Lee & Adams. That winter he attended the St. Louis Law School, and the following summer attended the summer law school at the University of Virginia.

In November, 1883, he was elected, from St. Louis, a member of the Missouri House of Representatives.

On October 21, 1885, he married Miss Frances Miller Reid, of Stanford, Kentucky, and four children bless the union. She was a

daughter of John M. Reid and Elizabeth Hays, his wife, and of Scotch-Irish descent.

Mr. Jones continued the successful practice of the law until the fall of 1888, when, by reason of the interest of himself and immediate friends, he undertook the reorganization of the Decatur Land Improvement and Furnace Company, at Decatur, Alabama. By reason of the yellow fever epidemic there, that year, this work kept him from St. Louis until 1890, when he returned and became the secretary of the Mississippi Valley Trust Company, at its organization (capital, \$1,500,000). In 1893 this company increased its capital stock to \$2,600,000, and in February, 1894, Mr. Jones was elected 2d vice-president and counsel, which position he now holds.

FISHER, DANIEL D., son of Thomas and Elizabeth (Dwiggins) Fisher, was born in Mt. Etna, Indiana, December 16, 1837. He comes from one of the old, and substantial families of that State. His father is a man of dignity, character, and the sturdy qualities of the early settlers of that State, is still living where his son was born, and is highly esteemed and respected in his declining years.

He was educated in the public schools of Indiana, and subsequently at Wheaton College, Illinois, where he graduated with honors in 1863. He then studied law at Ottawa, and was admitted to the bar at Springfield, Illinois, early in the year 1866. He came to St. Louis in March of the same year, and was shortly afterwards admitted to the bar in this State.

Mr. Fisher started in life with little to help him, beyond a strong constitution and an energy which admitted of no discouragement. Even during his school and college career he was obliged to work his own way, not having sufficient funds to meet the heavy expense of securing a first-class legal education. He recognized throughout his studies the fact that his future depended entirely upon himself, and he not only acquired a magnificent legal training, but also habits of industry and thrift, which have helped him in the splendid career, which

he has been able to map out for himself. Mr. Fisher's success is calculated to encourage young men in every profession, and especially in the one in which he has distinguished himself so signally. As a student, as a young practitioner, as an experienced and pre-eminently successful lawyer, and as a circuit court judge, he has excelled, and he has made a record without a blot, and has secured friends by the thousand, as much by his unassuming manner as by his marked and indeed conspicuous ability.

At the age of twenty-nine Mr. Fisher formed a partnership with Mr. Clinton Rowell, under the firm of Fisher & Rowell, which commenced business on April 1, 1866, and continued without change until he became judge of the Circuit Court twenty-three years later. The young lawyers were not long waiting for business and soon became known as among the busiest of the legal fraternity of the West. They continued working together with great success

for upwards of twenty-three years, and it was only when Mr. Fisher consented to allow himself to be placed in nomination for judge of the Circuit Court that any question of dissolution was discussed.

In these years of active practice at the bar, Mr. Fisher's firm was engaged in much of the important litigation pending in the State and national tribunals. In the fierce contests of the trial courts, where the struggle is in real life and there are blows to take as well as those to give, he never shrank from any responsibility,

but maintained his cause with unflinching courage and marked ability.

The voters of St. Louis were only too glad of the opportunity of recording their votes for the candidate for the bench who was so admirably adapted in every respect for the position, and he was elected by a large majority.

Judge Fisher has made a most acceptable judge. He combines with the firmness necessary for the preservation of order that absolute impartiality without which justice can hardly

be done to litigants, and he is also so well versed in the law and details of its administration by the courts, that it is very seldom one of his decisions is overruled, or even appealed from. He brought with him to his high position, thorough knowledge of the law, derived not only from his studies, but from that school where it is best learned long years of active practice at the bar. Judge Fisher has an admirable faculty of rapidly comprehending the points presented to



DANIEL D. FISHER.

him, and thoroughly mastering the facts and legal propositions involved in the case presented. His judgment is sound and thoroughly impartial, while he is conscientious and sincerely anxious to decide for the right party his mind is clear and decisive, not oppressed with unnecessary doubts, enabling him to come to a prompt decision, and in this way he has been eminently successful in dispatching the business before him. Judge Fisher has an admirable temperament for the judicial position. Of even temper and not easily excited, he moves



matters forward without disturbance or friction.

Since being elected to the bench Judge Fisher has retired, somewhat, from active and social life, but he is still highly respected by the commercial, as well as the legal fraternity of St. Louis.

Judge Fisher married shortly after his admission to the bar, Miss Carrie A. McKee, daughter of Mr. David and Mrs. Sarah (Ward) McKee, of Aurora, Illinois. He has one child living, Katherine Pauline, lately married to Lieutenant George Marion Brown, of the United States Army.

BOND, HENRY WHITELAW, Judge of the St. Louis Court of Appeals, and one of the ablest lawyers in Missouri, attained judicial honors at a comparatively early age. He has not yet reached the fiftieth landmark, although he has established his reputation as an able and just judge, and as a man whose decisions are based upon sound law and good common sense. The Judge is a native of Tennessee, having been born near Brownsville, on January 27, 1848. He received a good education in the public schools of his own State, and when sixteen years of age he came to St. Louis, and at once entered the City University, where he enjoyed the advantages of a course of tuition from Prof. Henry Wyman, so many of whose pupils have since distinguished themselves in various professional careers. He returned to Tennessee in 1865, but almost at once went to Harvard. At the close of 1866 he was once more in his native State, where he studied law under the able assistance of Judge Thomas J. Freeman.

He was admitted to the bar in 1870, just after he had attained his majority, and at once commenced practicing in Tennessee. The young lawyer made a large number of friends and promptly established his reputation as a good fighter and an able exponent of intricate legislation. After practicing about nine years in Tennessee, and establishing a large and lucrative connection, he came on to St. Louis, where he commenced practicing on April 19, 1879. For one year he had no partner, but he then be-

came associated with Judge James J. Lindsley, with whom he was connected until the year 1886.

In 1865 he was elected a member to the Thirty-third General Assembly, and his record in that body was a singularly good one, his name being connected with much excellent legislation. At the expiration of his term he returned to practice and entered into partnership with Charles Gibson and Charles Eldon Gibson, the firm name being Gibson, Bond & Gibson. This partnership continued for about four years, a specialty being made of corporation law, and many cases of immense importance being handled by Judge Bond personally with great success. The co-partnership was terminated by the election of Mr. Bond to a seat on the bench of the St. Louis Court of Appeals. He received the support, in the race, of many men who differed from him politically, but who realized his personal integrity and his singular fitness for the position.

Fourteen years ago Judge Bond married Miss May D. Miller, daughter of Judge Austin Miller, of Bolivar, Tennessee. Three children have resulted from the union: Thomas, Irene and Whitelaw.

CALE, GEORGE WILLIAM, is one of the well-known railroadmen of this city. Although barely fifty years of age, he is thoroughly experienced in his profession, and is freely consulted on matters of special importance, especially relating to railroad freight. His cheerful, obliging disposition, added to his conspicuous ability, has made him a host of friends, and he is looked upon by his associates as a coming man in the railroad world, and as not having yet reached the goal of his ambition.

Mr. Cale was born in this city, in August, 1844, and is the son of William and Evelyn Cale. He attended the public schools, passing through the various divisions, and acquiring a good, sound education. This he supplemented by a course of book-keeping at Jones' Commercial College, and then obtained a position in a humble capacity for the Blue Line Fast Freight Company. He fulfilled his duties faithfully and



*Henry W. Bond.*





well for a few years, and then secured a more lucrative position in the office of the Star Union Line, which was managed in St. Louis at that time by Mr. Nathan Stevens. Under the supervision of this celebrated railroad man he advanced steadily in subordinate positions, and, a vacancy occurring in the chief clerkship, he was appointed to that important position.

His success in this capacity attracted the attention of the White Line Express Company, which was operating on the Pacific Railroad, and, accepting a favorable offer, he identified himself with this company, serving under the administration of several presidents, including George R. Taylor, D. R. Garrison and William McPherson. He was subsequently appointed chief clerk of the general freight department of the Pacific Railroad Company, whose offices, at that time, were at the corner of Sixth and Olive streets. He withdrew from this position when the Pacific Railroad was leased to the Atlantic & Pacific, and for about six months conducted an agency of pooled eastern freight lines.

As long as the pool lasted Mr. Cale managed it successfully, and when it was dissolved he opened the general freight agency office of Cale & Hudson, at Second and Olive streets. The business proved a great success, but when Mr. Jay Gould reorganized the Missouri Pacific and Iron Mountain systems he appointed Mr. Cale general freight agent of the Missouri Pacific. Mr. Gould's estimate of men was, as usual, correct,

and Mr. Cale proved a most efficient officer, so much so that, in December, 1882, Vice-President and General Manager Rogers appointed him assistant freight agent of the 'Frisco system. Shortly afterwards he was promoted to the position of general freight and traffic manager, a position he still occupies, and whose business he transacts with conspicuous ability.

Mr. Cale has mounted the ladder steadily by aid of hard work alone. He is in the enjoyment of excellent health, and bears his fifty years so

well that he could easily pass for a younger man. The same careful attention to business details which expedited his advancement years ago still remains one of the prominent characteristics of his daily work. Mr. Cale has given to his office the most careful attention and has succeeded in bringing to perfection a number of important reforms. His popularity in railroad circles is almost unique, and his advice is frequently sought by his nu-



GEORGE WILLIAM CALE.

merous friends and fellow-workers.

Mr. Cale has a family of nine children. Mrs. Cale was formerly Miss Matilda L. Carvell, of St. Louis, and she was married to Mr. Cale in 1886.

BOYD, WILLIAM GODDIN, president of the St. Louis Merchants' Exchange, is one of the representative young men of New St. Louis, whose pluck and energy have assisted so materially in the development of the magnificent resources and commercial possibilities of what is now

regarded the world over as a city of the first rank. Mr. Boyd comes of excellent Virginia stock, which in him received the polish of Kentucky culture. His parents were not wealthy in the nineteenth century meaning of the term, and the man who is now at the head of the first commercial organization of the Mississippi Valley worked his way to the front from a comparatively insignificant beginning. Always active, alert and intelligent, Mr. Boyd has made his influence felt and his value appreciated from the time when as a boy of sixteen he commenced to clerk in his father's store until his sterling merit and executive ability were recognized substantially by his associates of the Merchants' Exchange, and on February 14, 1894, he was elevated to the presidency of that body.

Mr. Boyd has proved an excellent executive officer, always ready to encourage every enterprise of a character calculated to impress upon the general public the greatness of St. Louis and to advance its interests in a legitimate manner. He is one of the youngest presidents on the long roll of Exchange officers, but he has so far administered the responsible affairs of his office with an ability which guarantees for him a record at the end of his term which will compare favorably with that of any of his predecessors. In his general business relations Mr. Boyd has been as successful as in his public career, and he is regarded as one of the most substantial and reliable men in the West.

Mr. Boyd was born at Richmond, Kentucky, in June, 1853, and is hence about forty-one years of age. He comes of excellent stock, uniting the blood of the courageous Virginia cavalier with that of his first cousin, the daring and adventuresome Kentucky pioneer, a union which it is claimed has produced the strongest and most perfect type of American manhood—individuals who constitute in many instances an order of natural and genuine nobility. Mr. Boyd's great-grandmother on the maternal side, before her name became Curle through marriage, was a Miss Irvine. She was one of a family of ten daughters and three sons. The whole family

moved from Virginia to Central Kentucky about 1812, and the sons took an active part in the development of the country. Christopher was killed by the Indians at Mill Creek.

Mr. Boyd's uncle, Richmond Curle, was one of the early pioneers of St. Louis. The Boyd's also came to Kentucky about 1812, and the grandfather of the subject of this biography, William G. Boyd, did distinguished duty as a captain in the army of patrols during the Revolution. His son, William W., married Miss Sophie Goddin, and their son, William Goddin Boyd, brings us down again to our actual subject.

The father, William W. Boyd, was in the dry goods business, and two years after the birth of his son he moved to Lexington, Kentucky, where, under the firm name of Allen & Boyd, the business was prosperously continued. In this center of Kentucky culture the son received his early training and education, attending the elementary school, and later the Transylvania University at Lexington.

At the age of sixteen he left the lecture-room for the store, and for three years clerked in his father's establishment, learning a great deal of importance during the time in regard to retail merchandise generally. He was next placed in charge of the office of Clark & Brother, wholesale grocers, in the same town, and after a short connection with these gentlemen entered the house of Appleton, Alexander & Duff, wholesale dry-goods merchants. In the following year he accepted a clerkship under Col. A. M. Swope, Collector of Internal Revenue for the Seventh Kentucky District, and was almost immediately promoted to the chief deputyship.

By this time Mr. Boyd was nearly thirty years of age, and for some time had been on the lookout for a city in which the opportunities for advancement were limited only by the enterprise and zeal of the worker. He decided that St. Louis was the most desirable city in which to locate, and in October, 1882, he came here and was appointed cashier for the firm of D. R. Francis & Brother. In 1884, on the incorporation of the Francis Commission Company, Mr. Boyd

became a director and treasurer, a relation to the company he yet holds. His official connection with the Merchants' Exchange began in January, 1892, by his election as one of its directors. Before the expiration of his term he was elected first vice-president, and on the death of President Harlow, was elected to succeed him. He has represented the Exchange at several important conventions, notably the Missouri River Convention at Kansas City, the Deep-water Convention at Memphis, and the Trans-Mississippi Congress at Ogden, Utah.

While in Kentucky Mr. Boyd was connected with several local institutions and was for years a member of the Lexington Guards. In St. Louis Mr. Boyd's assistance has been invoked by the promoters of public enterprises of every character. He is a member of the Mercantile and St. Louis clubs; of the Legion of Honor; of the Royal Arcanum, in the Grand Council of which he served for three years; of the Knights of Honor and of the Western

Commercial Travelers' Association. He is a director of the Pastime Gymnastic Association.

In politics Mr. Boyd is a Republican. He is an active Christian worker, and is a deacon of the Grand Avenue Presbyterian Church.

On December 15, 1875, Mr. Boyd married Miss Hallie Francis, daughter of Mr. and Mrs. John B. Francis, and a sister of Missouri's ex-governor, David R. Francis. Mrs. Boyd died last December, leaving three daughters, aged, respectively, seventeen, fourteen, and six.

HAGERMAN, JAMES, is one of the well-known lawyers of St. Louis, though he has only recently moved here. He is at present general solicitor of the Missouri, Kansas & Texas Railway system, and is about forty-seven years of age, having been born in Clarke county, Missouri, November 26, 1848. In him are combined the virile stock of the Old Dominion and the noble blood of the Blue-Grass State, a union which, measured by every law of hereditary influence, gave the inheritor a marked natural advantage

in his struggle with the world. Mr. Hagerman's father, Benjamin Franklin Hagerman, was a native of Loudon county, Virginia, and came to Missouri when quite young, settling in Lewis county. His mother, Ann S. Hagerman, *nec* Cowgill, was born in Mason county, Kentucky, and also came to Missouri with her parents when very young, locating in Clarke county.

The lad attended the village school of Alexandria, in Clarke county, and

was afterwards sent to St. Louis, where his education was advanced.

In the spring of 1864 his parents moved to Keokuk, Iowa, and to that promising young city James followed them in the fall of the same year. While in St. Louis he attended Christian Brothers' College, at that time located on Seventh and Cerre streets. Later, he entered Professor Jamieson's Latin School, at Keokuk, and there completed his general education.

From boyhood Mr. Hagerman determined on the law as his profession, and when he left



WILLIAM GODDIN BOYD.



school he entered the office of Rankin & McCrary, and began the reading of law. The young student's reading was completed at an age so early that under the statutes of Iowa he could not be admitted to the bar in that State, so he posted off down into Missouri in search of Judge Wagner, of the Missouri Supreme Bench, and, finding him at LaGrange, was duly inducted into the legal profession.

Returning to Keokuk he entered the office of Rankin & McCrary, with whom he remained until the summer of 1869. He next removed to Palmyra, Missouri, and in partnership with Mr. H. L. Lipscomb opened an office for general practice, where he remained for a year and then returned to Keokuk. Here, in 1875, he became a member of the legal firm of McCrary, Hagerman & McCrary. In 1879 Judge George W. McCrary was appointed judge of the Eighth Federal Circuit, and on his retirement from practice, Frank Hagerman (now of the Kansas City bar), brother of the subject of this biography, was taken into partnership, the firm becoming Hagerman, McCrary & Hagerman.

On Judge McCrary's resignation from the bench early in 1884, he was appointed general counsel for the Atchison, Topeka & Santa Fe Railroad, and Mr. Hagerman accepted the general attorneyship of the road, and moved to Topeka, Kansas, ending a term of fourteen years' practice at Keokuk.

He acted as general attorney for the "Santa Fe" for two years, or until May, 1886, when he located in Kansas City, which was then at the zenith of its commercial prosperity, and under the firm name of Warner, Dean & Hagerman formed a partnership with the two leading legal lights—William Warner and O. H. Dean.

From 1888 to 1891 Mr. Hagerman, in connection with his other practice, acted as general counsel for the receivers of the Missouri, Kansas & Texas Railway. So ably did he conduct the legal affairs of the road during that period that on the reorganization of the system in 1891 he was called to the responsible position of general solicitor, a position he now holds, with headquarters in this city.

Mr. Hagerman, since the beginning, has followed his profession with all the ardor and devotion engendered by a genuine love for his work. Such has been his devotion to the law that he would never allow a connection with any other business to interfere with his practice. Like all men who follow a profession with unflagging industry and undivided attention, he has already reaped the reward of a successful lawyer, the more gratifying, certainly, because he must be considered as having reached only the meridian of life. He is not a lawyer versed only in one special line of practice. While he is considered an authority in corporation law, like many older practitioners in the West, who are the architects of their own legal fortunes, he has run the legal gamut from bottom to top, trying civil and criminal cases in the justice courts, appearing as counsel in civil and criminal cases in courts of record, and arguing the merits of causes before referees, boards of arbitration, masters of chancery, and the various appellate tribunals, State, Territorial and Federal, up to and including the Supreme Court of the United States, in cases of as great variety (some important, and some not) as the tribunals before which they were brought. He is a lawyer of as great a versatility as ability, forceful in oratory and wise in advisory capacity.

He has always been an ardent, liberal, progressive Democrat. In 1879 he presided over the Iowa Democratic Convention which nominated Hon. H. H. Trimble for governor, and in 1880 was one of the Iowa delegates to the Democratic National Convention which nominated Hancock for president. In 1888 he was the permanent chairman of the Missouri Democratic Convention which nominated Hon. David R. Francis for governor. He is a member of the Iowa, Kansas and Missouri State Bar associations, and the American Bar Association.

Mr. Hagerman was married at Palmyra, Missouri, to Miss Margaret M. Walker of that town, on October 26, 1871. The marriage has been blessed by two children, Lee W. and James. The former is now at Harvard, while the latter is his father's assistant in the St. Louis office.

BARLOW, STEPHEN DOUGLAS, assistant secretary of the St. Louis, Iron Mountain & Southern Railway, ranks among the best-known and most experienced railroad men in the West. More than forty years ago, when the St. Louis & Iron Mountain Railway Company was first organized, Mr. Barlow was elected secretary and treasurer. He was repeatedly re-elected to this position, and when the road was completed to Pilot Knob in 1858 he took a prominent part in the necessarily important financial arrangements. In November of the following year he was elected a director, and his ability as a railroad manager was so freely recognized that he was made president, continuing to hold the position until the year 1866. In 1871 he went East for the benefit of his health and on returning in the winter of 1872-3 Mr. Thomas Allen, president of the re-organized St. Louis, Iron Mountain & Southern Railroad, insisted upon his resuming his relations with the company.

Mr. Barlow then became assistant president, which position he occupied with conspicuous ability until 1874. A vacancy then occurred in the position of secretary and treasurer, and just about the time that the company was reincorporated under the laws of Missouri and Arkansas, Mr. Barlow returned to the position he had held during the infancy of the enterprise. In the year 1876 Mr. Allen was elected to Congress, and the multiplicity of his duties having impaired his health, he finally accepted the historical offer of Mr. Jay Gould and retired

permanently from the presidency and practical ownership of the road. Mr. Gould at once became president, appointing Mr. D. H. S. Smith local treasurer and Mr. Barlow local secretary. The last named gentleman was also appointed land commissioner for Missouri for the Iron Mountain Road. These positions Mr. Barlow continues to hold, and although he is to-day the oldest railroad man in Missouri, he is far from being the least active, and certainly ranks among the most able, and most reliable.



STEPHEN DOUGLAS BARLOW.

The man who has thus been connected with the Iron Mountain Railroad from a time antedating the laying of the first tie, was born in Middlebury, Vermont, February 4, 1816. His father was Mr. Jonathan K. Barlow, and his mother was Miss Honor Douglas, a relative of Senator Stephen A. Douglas, of Illinois. When Mr. Barlow was about three years old his parents moved to Genesee county, New York, and for about five years he attended the country schools

in the vicinity of his home. When twelve years of age he was sent to the Wyoming Academy, where he remained for two years. He next entered the Genesee Wesleyan Seminary, near Rochester, New York, where he studied mathematics, as well as English subjects generally. Naturally independent by disposition, he secured means for the carrying on of his studies by teaching school during the winter months. Later he secured a position with a Batavia, New York, attorney. Here again he used his salary entirely for the purpose of in-

creasing his education, and although he was admitted to the bar in 1839 he did not open an office for himself.

In 1839, or about fifty-five years ago, Mr. Barlow decided to locate in St. Louis. He traveled by water to Cleveland, Ohio, and during the overland route from that point to Indianapolis he doubtless realized the great need of railroads running west, though it is exceedingly doubtful that he even dreamt of the important part he was subsequently to play in railroad building and management. He arrived in this city in November, 1839. Mr. Augustus Chouteau, who was then in business at the corner of Market street and the Levee, secured for him a position in the Circuit Court, of which General John Ruland was then clerk. In 1842, on the establishment of the Court of Common Pleas of St. Louis, Mr. Joseph W. Walsh, the first clerk, appointed Mr. Barlow his principal deputy. In 1844 the County Court appointed Mr. Barlow to fill the joint office of county clerk and recorder of deeds, which had become vacant by the death of the holder. Mr. Barlow filled out the unexpired term, and in August, 1847, he was elected by the people for another six years.

On retiring from this office, Mr. Barlow became connected with the Iron Mountain Railroad, as already explained. In 1869, after the sale of that road to Messrs. Mackey, Read & Company, Mr. Barlow was nominated for city comptroller, running on the ticket headed by the Hon. Nathan Cole. He was elected, and not only did he prove an excellent comptroller, but he also did service for the city in drafting the new charter. This was not what is known as the "Scheme and Charter," adopted in 1875 and 1876, but many clauses in Mr. Barlow's scheme were incorporated in the one which so materially changed the management of the affairs of this great city.

After the expiration of his term as comptroller, this hard worker took a necessary rest, but in 1876 his friends insisted on his running for the City Council. He was elected and was immediately appointed chairman of the committee on ways and means. The year 1876 was one

of the most eventful in the city's municipal history, and Mr. Barlow's committee was called upon to transact business of the greatest possible importance. It did its work well, and the plans it laid down have since been carried out to the city's immense advantage. Mr. Barlow has done other important work. His services on the School Board, both as director and president, have been invaluable, and in 1866, while serving in the State Legislature, he procured the granting of a charter to the Public School Library Association. He was the first president of this association and succeeded himself several times. He has lived to see the library established in elegant quarters and made absolutely free to citizens of St. Louis. Among other positions he has filled may be mentioned that of water commissioner, in the old days, when the problem of supplying St. Louis with water first became an important and, indeed, a serious one.

In 1839, just before starting west, Mr. Barlow married Miss Lucy A. Dickson, of Perry, New York. His home life has been an exceptionally happy one. Mr. and Mrs. Barlow were regular attendants at St. John's Episcopal Church at its establishment in 1842. For several years he has been senior warden of this church, which he has assisted in every possible manner on every emergency as it has arisen.

NOONAN, EDWARD A., one of the most popular attorneys in St. Louis, and perhaps the best exponent of the young Democracy idea in the West, will be best known to posterity on account of the brilliant record he made for himself during the four years he occupied the highest position at the gift of the tax-payers of St. Louis. In the historical section of this work some reference is made to the achievements of Mayor Noonan and his administration, and hence it is unnecessary here to go at length into the policy adopted and its remarkable results. It may not be out of place, however, to remind our readers that the old Union Depot had been a reproach to St. Louis for twenty years, and that all efforts to prevail upon the railroad companies to build a new one failed until Mayor Noonan took the



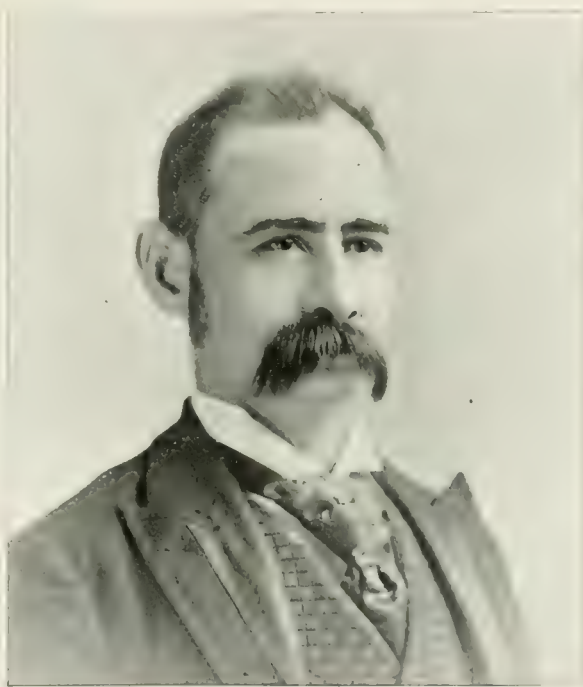
matter up, smoothed over every difficulty as it arose, and finally had the pleasure of signing an ordinance giving the necessary powers for the erection of the largest Union railroad station in the world. For years St. Louis had suffered from the want of a northern inlet for railroads. To Mayor Noonan the city is indebted for emancipation from bridge monopoly, for he did more than the average citizen can realize to induce and encourage the Burlington system to build its own tracks into St. Louis and to bridge the Missouri and Mississippi rivers. Space prevents a detail of the work done by Mayor Noonan in the way of securing rapid transit for St. Louis, nor can we here go into the efforts he made to secure the building of a City Hall commensurate to the wealth and importance of the great commercial and financial metropolis of the Southwest.

"Ed" Noonan, as the ex-mayor is called by thousands of his friends and acquaintances, is not yet forty-five years of age. He was born in Reading, Pennsylvania, in December, 1849. His father, Martin, and his mother, Johanna (Nagle) Noonan, were both natives of Ireland, who came to this country in their childhood and located in Pennsylvania. He was educated in the public schools of his native town, and determining to adopt the legal profession, read law at Reading, and then entered the Albany Law University, at Albany, New York, where he graduated with honors in 1870. He determined to commence practice at once, and hunting around for a location came to the conclusion that he

could not do better than come to St. Louis and grow up with the city, which was evidently destined to become immeasurably great.

Accordingly, in the fall of 1870 he came to St. Louis, opened a law office and was not long waiting for clients. He proved himself to be a natural born lawyer, and so successful was he with his cases that he became in general demand and soon built up a connection of a very valuable character. By instinct and inclination a Democrat, he entered heart and soul into the

up-hill fight against the then dominant Republicanism, and in 1876 he accepted the nomination for the assistant district attorneyship, and, although the city was Republican, Mr. Noonan proved the redeeming feature of his ticket, and he was elected by a good majority. Four years later he was nominated and once more elected, and when he ran for the judgeship of the Court of Criminal Correction he once more came out triumphant, and took his seat on the bench, a very young, but a



HON. EDWARD A. NOONAN.

very just and able judge. For six years he dispensed justice with mercy and then resigned in order to make the race for the mayoralty. This was in 1879, when the Republicans put up a very strong ticket, headed by a manufacturer of excellent standing. Judge Noonan's chances of election appeared remote in the extreme, but the young Democracy carried all before it, and although the Republicans carried most of the offices, the head of the Democratic ticket was elected and an era of young men in the administration of municipal affairs set in.

At the end of his term, in 1893, Mr. Noonan again opened a law office and very soon had all the business he could attend to. He now professes to be "out of politics," but his party will not long allow him to remain out of the turmoil and strife of political life.

Mr. Noonan attributes much of his unique success in life to the assistance and counsel of his estimable wife, who was formerly Miss Margaret Brennan, of this city. Mrs. Noonan is a lady of great literary attainments, and although her works have chiefly been limited to private circulation, she is an authoress of no mean ability. Three children have been born to Mr. and Mrs. Noonan—Edward J., Mary Zoe and Florence—whose great delight is to be almoners of charity to the deserving poor. Mr. Noonan is a member of the Mercantile Club, and resides with his family at 1835 Madison street.

POLLARD, HENRY M., son of Moses and Abby (Brown) Pollard, was born in Plymouth, Vermont, on June 14, 1836. He was educated at Dartmouth College, whence he graduated in 1857, after which he taught school in Kentucky, Iowa and Wisconsin for three years, having also taught school in Vermont and Massachusetts while at college.

Preferring law as a profession, Mr. Pollard entered the office of Carter & Whipple, of Milwaukee. He was fortunate in his selection of an office, for both the principals of this firm have since acquired an almost national fame. Mr. Walter S. Carter is now one of the leading lawyers of New York City, while Mr. William G. Whipple, having served as United States district attorney for Arkansas during the war, is now a prominent attorney of Little Rock in that State.

Young Mr. Pollard remained with this firm until 1861, when he was admitted to the bar. Had he followed his own inclination, he would at once have commenced to practice; but the war having broken out, he felt it his duty to return to Vermont and enlist. He served in the Eighth Vermont Infantry Volunteers, which saw active service in the Department of the

Gulf under Generals Banks and Butler, and subsequently in the defense of Washington against Early. After this the regiment was under fire in the Shenandoah Valley under Phil. Sheridan.

In July, 1865, after four years of arduous service and great hardship, the young attorney was mustered out, and he at once proceeded to the Albany Law School, where he remained for six months. In December, 1865, he moved to Chillicothe, Missouri, where he established a law office and practiced law. He subsequently associated himself with Mr. Joel F. Asper, and the firm had existed for one year when Mr. Asper was elected to Congress. Mr. Pollard then associated himself with Mr. E. J. Braddus, with whom he remained for three years.

In 1876 Mr. Pollard was sent to Congress from what was then the Tenth District, and in March, 1877, was again a candidate. His congressional record was a good one, and he took with him to Washington the sound legal knowledge, as well as the keen appreciation of the needs of the West, which had been displayed during his sojourn in this city. In March, 1879, Mr. Pollard moved to St. Louis, in which city he has practiced law ever since. He was in partnership, until December, 1890, with Mr. Seneca N. Taylor, since which time he has been practicing alone.

Mr. Pollard is a lawyer of vast experience and great ability. He has had several cases involving hundreds of thousands of dollars, and his opinions have been found exceptionally accurate. He has a habit of going fully into the merits of the case which is laid before him, and when he thinks a client has little chance of success he is not afraid to tell him so distinctly, and seek authority to arrange a compromise. He has avoided the waste of a vast sum of money by exerting this discretion, and he has earned the reputation of being not only a brilliant, but also an honest and faithful lawyer.

Shortly after his locating in this city, Mr. Pollard, noticing a large number of New Englanders doing business in this city, decided to start the New England Society. Calling to-

gether several of the descendants of the Pilgrim Fathers, he established the society that is still in prosperous existence. He was its first president, and is still one of the most enthusiastic members of the society in whose ranks can be found many of the very best citizens of St. Louis, all of them his personal friends and acquaintances.

SHERWOOD, ADIEL, son of Thomas Adiel and Mary E. (Young) Sherwood, was born at Mt. Vernon, Lawrence county, Missouri, in 1863. He was educated in the public schools of St. Louis, and subsequently at the St. Louis University, and after graduating from the Law School of Cincinnati College in the class of 1884, at once accepted an appointment tendered him by the St. Louis & San Francisco Railroad as assistant counsel, with headquarters in St. Louis, a connection he continued for nearly nine years, with the result of an exceptionally thorough knowledge of the intricacies of corporation law. In 1893 he severed his connection with the railroad company to engage in the general practice in St. Louis, and has been unusually successful in his new field of labor, where he is an indefatigable worker.

Sprung from a race of lawyers, his father having for twenty years adorned and strengthened the supreme bench of Missouri, Mr. Sherwood has inherited in a great part the legal capacity that marks him as one of the most capable men of his years at the Missouri bar.

His success on several noted public occasions demonstrated his power as a speaker and aptitude for advocacy, but it has been in the appellate courts that he has won his most signal legal triumphs, where his close analytical reasoning, forceful logic and concise yet felicitous statement of legal propositions involved in questions of constitutional and corporation law have won for him, in a marked degree, the confidence and respect of both bench and bar.

Mr. Sherwood has a cultured mind and a distinctive personality, marked by an inflexible adherence to principle and unswerving loyalty to friends. He is a bachelor for whom society has no charms comparable to law and literature.

In politics a Democrat, his influence in State counsels and conventions is potent, but only exercised to advance the interests of his party or the honorable ambition of his associates.

A member of the St. Louis bar who knows Mr. Sherwood well, said of

him: "He is a man whose integrity, talents and industry assure him an honorable and prominent position at the western bar. To an accomplished mind and unblemished character he unites marked ability and untiring energy, that must inevitably lead to success."



ADIEL SHERWOOD.

FROST, GENERAL D. M.—A name inseparably connected with the earlier war history of St. Louis, is that of General D. M. Frost, the commander of Camp Jackson when it was captured by the Federal troops under General



LYON, in May, 1861. The State militia had been called together for their annual drill, and the militia of the First Missouri Military District encamped under General Frost at the southeast corner of Olive street and Grand avenue, this constituting Camp Jackson. There are two sides to this great historic incident, as there are to every question, but Captain N. Lyon, commanding the United State troops at the arsenal, with four regiments of Missouri Volunteers and two of Home Guards, in all about 8,000 men, marched against and surrounded Camp Jackson, May 10, 1861. A demand was made for the surrender of the State troops, which, considering their defenseless condition, General Frost at once acceded to. The prisoners, 635 in number, were drawn up along Olive street, with the Federal troops facing them.

In the latter part of 1861, General Frost joined the Confederate army and served two years, or until by an act of unprecedented inhumanity, his own alleged sins were visited on the head of his wife, who was separated from her five children and banished South. She soon began to sink under the privations she was compelled to endure, and to save her life General Frost tendered his resignation to General E. Kirby Smith. He went to his wife, and together in a buggy they made the journey, interrupted by many delays, owing to her illness, to the mouth of the Rio Grande. There a vessel was taken, and in due time they reached Montreal, Canada, where the members of the family were reunited and remained until the close of the war.

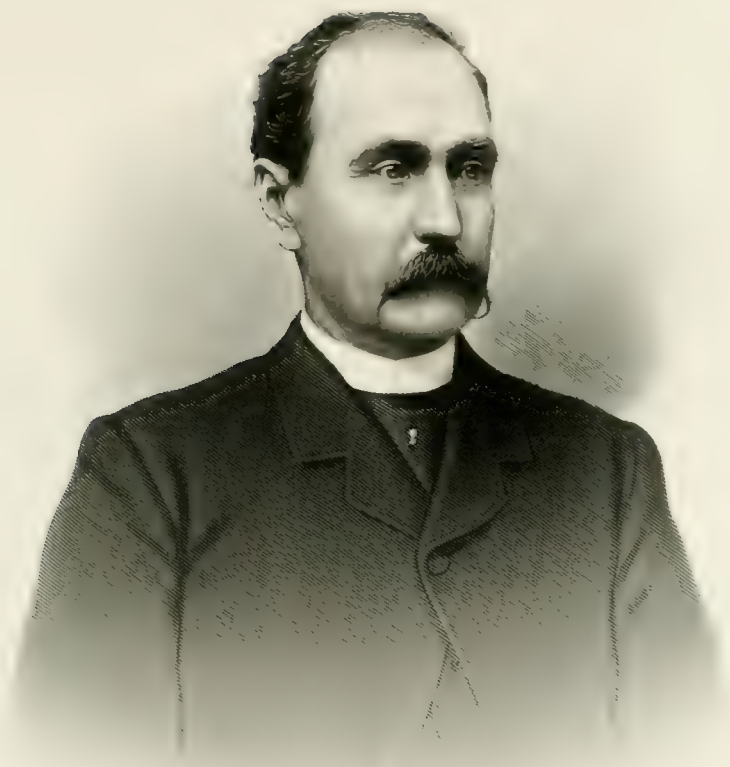
General Frost is a descendant in the sixth generation of William Frost, who settled on Jamaica Plains, Long Island, in 1662. The family through many generations was the most influential in that part of the State. One of General Frost's grandfathers was a soldier in the Revolutionary war, and his father was a man of varied gifts and high attainments. He was a civil engineer by profession, and as such was employed by the State to survey the upper portion of the Hudson river, and also located the railroad from Albany to Schnectady. He was a member of the New York Legislature,

and on the breaking out of the war of 1812, he raised a company which did patriotic service in behalf of the Government.

His son, Daniel M., was born August 9, 1823, in Schnectady county, New York, and after attending the common schools until sixteen years old, was recommended by one of his teachers as a candidate for admission to West Point. In 1840 he entered that college and in regular course graduated with honors, standing fourth in his class. As a cadet he went in for physical culture and became an expert in all kinds of athletic exercises; and he believes this culture developed strength and a constitution to which is due his present vigor.

Graduating in 1844, General Frost's first assignment was as brevet second lieutenant, as which he saw two years of uneventful service in the Eastern States. Ambitious for a more active career, he, on his own request, was transferred to a regiment of mounted riflemen, which he joined at Jefferson Barracks in 1846, and was soon en route to Mexico. There he was assigned to duty under General Scott, who constituted himself the young officer's friend and patron. He was by the side of General Scott at the bloody battle of Churubusco, and participated in all the engagements from Vera Cruz to Mexico, and for gallant conduct was, on General Harney's recommendation, brevetted first lieutenant.

After the declaration of peace he returned to St. Louis, and in the spring of 1849 was ordered with his regiment across the plains to Oregon, being charged, as regimental quartermaster, with the responsible duty of conducting an immense train overland. This duty satisfactorily discharged, he returned to St. Louis, where, on the recommendation of General Scott, he was dispatched to Europe, to gather information relative to European cavalry drill and discipline. In 1852 he returned and joined his regiment in Texas, where, in an Indian outbreak, he was severely wounded. In 1853 he returned to St. Louis, and, through domestic considerations, resigned his commission; but his military experience was taken advantage of, and he was



D. M. Fresh





elected commander of the Washington Guards, an organization that became locally famous.

After leaving the army General Frost engaged in business, first in the lumber trade, and then, as a member of the firm of D. M. Frost & Company, in the fur trade.

In 1854 he was elected to the State Senate as a Benton Democrat. As senator he fought the sumptuary act—its object being to close the saloons on Sunday—and also advocated the bill which organized the militia of the State, and under which Camp Jackson was formed. On the passage of the law General Frost was made brigadier-general, commanding the First Military District of Missouri. As such he, in 1860, conducted the Southwest expedition, marching to Fort Scott, Kansas, with 700 men.

In 1865, after the end of the civil war, he returned to St. Louis and settled on his farm near the city, where, between his farm and his city residence, he has since passed his time, surrounded by his children, and enjoying the companionship of old friends.

General Frost has been married three times. His first wife, to whom he was married in 1851, was Miss Graham, granddaughter of John Mullanphy, and daughter of Major Graham, one of General Harrison's aids-de-camp in the war of 1812. His second wife was a granddaughter of Antoine Chenier, and the niece of Henry Gustave Soulard. His third wife, like the first, was a granddaughter of John Mullanphy. General Frost is the father of eleven children,

all of whom are living. One son, Hon. R. Graham Frost, has represented a St. Louis district in Congress.

PRATHER, JOHN G., son of Wesley F. and Margaret (Taylor) Prather, was born in Clermont county, Ohio, June 16, 1834. While he was quite young, his parents moved to Maysville, Kentucky, in which town he attended the common schools until twelve years of age, his education being occasionally interrupted by steamboat work, for which he had a keen infatuation.

In 1850 he came to St. Louis and became a director and stockholder in the Anchor Line Company. He established himself in the wholesale liquor business, at 516 North Levee, succeeding his uncle, the late Daniel G. Taylor, and continuing in business in the same house for thirty-four years, where he is still located. Colonel Prather is a well-known public man and politician. He was appointed by



JOHN G. PRATHER.

Mayor Brown on the Water Board, and served as chairman of the executive committee of the Democratic State Committee for four years, and in 1880, in Chicago, he was named on the Democratic National Committee for the State. At Chicago in 1884 he was again honored in this manner, and was named the third time for the position in St. Louis in 1888.

In 1889 Governor Francis appointed Colonel Prather inspector of oils for the city of St. Louis and reappointed him in 1891. In addition to his active valuable political and commercial

work, Mr. Prather has taken great interest in the Union Stock Yards, in which he is a stockholder and director. He is a recognized authority on all river and steamboat questions.

Colonel Prather married in July, 1859, Miss Clementine Carrier, of St. Louis, daughter of Madame Clementine Carrier, and niece of Dr. T. L. Papin. He has two daughters, one of whom is now Mrs. Thomas W. Knapp.

CLOVER, ASHLEY C.—There is no young attorney in St. Louis better known, more popular, or who has filled high offices with more credit and ability, than he whose biography in brief outline is here given. His father, Henry A. Clover, is remembered by old residents as of the older generation of St. Louisans and as a lawyer of great eloquence and legal learning. His mother was before her marriage Miss Elizabeth O'Hannon. Ashley C. was born in St. Louis, December 9, 1858.

After the usual preparatory educational studies, he entered St. Louis University and there took the finishing courses of his education. He found that his natural bent was toward the law, and accordingly after leaving the university, from which he graduated in 1877, he at once took up the study of Blackstone as a pupil of the St. Louis Law School.

He received his degree in 1879, and supplemented this instruction of the law school by a special course at the celebrated University of Virginia. Following his admission to the bar on his return to St. Louis, he spent two years in regular practice as a partner of his father. He was the recipient of official honors early in his professional life, Mayor Ewing having appointed him city attorney in the fall of 1881. He made the most active and irreproachable attorney the city had had for a long time, and such popularity did he win by the faithful administration of the affairs of the office, that his friends urged him to become a candidate for circuit attorney. He made the race in the fall of 1884 and was elected.

In 1888 he was re-elected for another term of four years, making a most earnest, able and

honest official, conducting such cases as that of Maxwell, Fotheringham and the Chinese high-binders, with skill and credit to himself. The record he made entitles him to almost any other official honors he may aspire to.

REYNOLDS, MATTHEW GIVENS, was born November 19, 1854, at Bowling Green, Pike county, Missouri. He is the son of Dr. Stephen J. and Sophronia (Givens) Reynolds. His father is a native of Kentucky, and his mother is a native of Missouri. His grandfather on his father's side was Dr. Michael Reynolds of the British Navy, who came to this country with the British troops and marines during the war of 1812, and decided to remain, settling in Kentucky.

The subject of this sketch attended the public schools in his native town until he was fifteen years old, when he was a cadet in the United States Naval Academy at Annapolis, Maryland, where he graduated in 1874, taking the prize as the best executive officer in his class. He then served on the United States frigate *Plymouth*; was detached in 1875, and joined the flagship *Tennessee*, making a voyage to China, returning home in 1876. He was then promoted to ensign, his commission dating from July, 1875. He then served on the United States frigate *Wyoming* until 1877, when he resigned and became a law student in the office of Robinson & Smith, at Bowling Green. He attended one course of law lectures at the St. Louis Law School, and was admitted to the bar in 1878 by Judge Gilchrist Porter, and practiced law at Bowling Green for one year, when he removed to Louisiana and was a member of the law firm of Fagg, Reynolds & Fagg until 1882, when Judge Fagg removed to St. Louis, and the firm became Reynolds & Fagg. This partnership ended in April, 1883, when he formed a partnership with William H. Biggs, which continued until 1888.

In 1878, Mr. Reynolds was nominated for prosecuting attorney of Pike county by the Republicans, and was defeated by Hon. David A. Ball. In 1880 he received the Republican nomination for the Legislature in the eastern district of Pike county, and was elected to the

Thirty-first General Assembly by eighty votes, being the first Republican who had been elected in that county since 1866. He served on the judiciary committee and took a prominent part in the legislation of the session, being recognized as one of the readiest and most forcible debaters in the House. He was a delegate to the National Republican Convention at Chicago that nominated Hon. James G. Blaine in 1884, and was nominated for Congress in the Seventh Congressional District the same year, and made the canvass against Hon. John E. Hutton, reducing the Democratic majority in the district from 2,727 in 1882 to 1,266 in 1884.

In 1886 Mr. Reynolds removed to St. Louis, and has since practiced law in this city. In June, 1891, he was appointed United States attorney for the Court of Private Land Claims, which position he now holds. At the organization of the Missouri League of Republican Clubs in 1888, he was elected its first president, which position he held for two terms. Mr. Reynolds occupies a high rank among the lawyers of Missouri. He is careful, painstaking and studious in the preparation of his cases, and is regarded as an excellent trial lawyer.

On the 11th day of November, 1880, Mr. Reynolds was married to Mamie K. Fagg, daughter of his old law partner, Judge Thos. J. C. Fagg, formerly a judge of the Supreme Court of Missouri. They have seven children—Stephen Clark, Florence, Alice, Mary, Matthew G. Jr., Nellie Lee, and Robert Parker.



MATTHEW G. REYNOLDS.

TANSEY, GEORGE JUDD.—A young gentleman who, in his professional career, short as it has been, gives promise of attaining a more than ordinary degree of success, is George Judd Tansey, an active and brilliant young lawyer, who is a member of the well-known legal firm of Laughlin, Wood & Tansey. He was born at Alton, Illinois, March 25, 1865. His father, Robert P., is a well-known citizen of St. Louis, and is at the present time, and has been for many years, the president of the St. Louis Transfer Company.

In 1869 the family moved from Alton to St. Louis. In 1884 George graduated from the High School in this city, having begun his education in the Stoddard School, one of the best of the graded grammar schools in St. Louis. In the fall of that year he entered Cornell University, at Ithaca, New York, from which institution he graduated in 1888, with the degree of B.L., and returning to his home he became a student at the St. Louis Law

School in the fall of that year, and was admitted to the bar in June, 1889.

In the same year he connected himself with the St. Louis Transfer Company, and his duties as secretary occupied his attention until February, 1890, when he took up the active practice of the law, becoming a partner of Judge Laughlin, constituting the firm which was later changed to its present style. Although young, Mr. Tansey is making rapid strides in his profession, and has already made a marked reputation as an after-dinner speaker and campaign orator.



SHELTON, THEODORE, son of V. B. and Emily (Connolly) Shelton, was born in Central Georgia, June 18, 1841. He attended the public schools near his home until ten years of age, when his parents moved to Boonville, Missouri, in which town he continued his education. Seven years later the family located in Sedalia, and after attending school for a short time in the metropolis of Pettis county, Theodore came to St. Louis, where he secured a position as a clerk with the old firm of Henderson, Ridgely & Company on Main street. For about two years he filled the position with credit to himself and to the satisfaction of his employers, and in March, 1867, he entered the employment of Gauss, Hunicke & Company as salesman. Steadily and patiently he worked his way up, and after thirteen years of faithful service, in the course of which he displayed marked ability, Mr. Shelton was admitted into the firm.

Six years later, in 1886, Mr. Hunicke's interest was purchased, and the firm name was changed to the Gauss-Shelton Hat Company, Mr. Shelton being elected vice-president. His career is one of which any man might well be proud. It is said that a country without a history is to be envied; and while some men in their hurry to secure wealth make many ventures and changes, the man who starts out with nothing but his own energy and honesty for capital, and who by hard work and careful study forces himself to the front is assuredly an honor to his race. Such a man is Mr. Shelton, who has been connected with the firm which now bears his name for twenty-five years, and whose record is as honorable as it is eventless. The Gauss-Shelton house is highly respected throughout the entire West and South, and the self-made, self-educated man who is its vice-president, has had much to do with establishing its unique and unrivaled reputation.

Mr. Shelton is the owner of some valuable real estate in St. Louis, and also of a well-cared-for farm at Sedalia, on which are raised some of the best horses and cattle in the State.

He married in 1868 Miss Jane R. Gentry, daughter of Major Gentry, of Pettis county.

The Major was a model farmer for fifty years, and his name has been prominent in the State for the past half century.

Mr. Shelton has two sons, aged, respectively, twenty and seventeen. They are attending college at Princeton, New Jersey, and both give evidence of great ability. They start in life under much more favorable conditions than did their father, and they have also the advantage of his magnificent record as an example. It is safe to assert that one of the first lessons they were taught was that "a rolling stone gathers no moss;" and it is equally safe to predict that they will profit by both the precept and practice of their honored father.

ROBINSON, ANSELM CLARK, M.D.—Probably no medical practitioner in St. Louis is more widely and favorably known, or enjoys a wider circle of friends than the physician whose name appears above. His patients, whose number is legion, are to be found in every section and quarter of the city, from the palatial mansion of the millionaire to the more humble and less pretentious cottage of the artisan and clerk, with all of whom his reputation as a practical and skillful physician is freely acknowledged.

The subject of this sketch was born in St. Charles, Missouri, November 13, 1851, coming to St. Louis when he was but fourteen years of age. His father, the Rev. John W. Robinson, was one of the most noted ministers of the Missouri Conference of the Methodist-Episcopal Church, South, and was possessed of many of the ennobling traits of character with which his son (who is familiarly called Tom by those who knew him in boyhood) is so richly endowed. His mother, Mrs. Dorcas (Griffith) Robinson, was also noted as one of the noblest of women by all who knew her, and one that possessed many grand qualities of both head and heart. It was under the tuition of such parents that Dr. Robinson laid the foundation for the straight and persistent course in life that has surmounted every barrier and borne him on the top wave to the haven of prosperity and public confidence from which he can now look back with com-

plaisance upon the struggles incidental to the early life of a physician.

After coming to St. Louis, Dr. Robinson attended the St. Louis German Institute for four years, acquiring a thorough knowledge and mastery of the German language, after which he entered the collegiate department of the Washington University, taking a six years' course, and leaving shortly after having reached the Sophomore class. While still at the Washington University he took up the study of medicine under Dr. Tuholske, bringing the same persistent diligence into effect as at school—a persistence that has marked his entire career.

After reading medicine for some time under the preceptorship of Dr. Tuholske, he entered the Missouri Medical College, taking a three years' course and graduating in 1874, and through the efforts of his kind and thoughtful preceptor was immediately given a position in the City Dispensary, doing anything that was required of him, rising in a short time to the position of assistant druggist, in turn to that of assistant physician, and finally physician in charge, having been connected with the institution, in various capacities, for eight years, during which time he acquired an experience and insight into human nature that has proven invaluable to him ever since.

Immediately after leaving the Dispensary, he engaged in general practice, and almost at one bound (as it were) leaped into a paying and lucrative practice which constantly increased

until it has assumed such proportions as to tax to the uttermost the Doctor's extraordinary physical power of endurance. During his career as a medical practitioner he has temporarily filled every position in the City Board of Health, and became a member of the same in the spring of 1891, under the Noonan administration.

He is a member of the St. Louis Medical Society, also of the Medical Chirurgical Society. He is also prominent in the Masonic circles, being a member of the St. Aldemar Command-

ery, No. 18, Knights Templars, besides numerous other orders. He has made the diseases of women and children a specialty, and is considered by the entire medical fraternity of the country authority on same.

In social life Dr. Robinson is one of the most genial of men. His domestic relations, of which he has ample cause to feel proud, are of the most pleasant nature, and in his beautiful home, on West Pine street, surrounded by his

charming wife and lovely children, his happiest hours are spent in relaxation from his arduous duties.

In December, 1875, he was married to Miss May Duffer, a member of one of the oldest families of this city, who was noted for her rare beauty and loveliness of character. Two children have brightened their home and fireside, Hattie and Ella, now young ladies at school, both of whom have, to a large degree, inherited their mother's beauty and their father's strength of character.



DR. A. C. ROBINSON.

KINGSLAND, LAWRENCE D., president of the Citizens' Smoke Abatement Association and of the St. Louis Spanish Club, has done an immense amount of good work for the city, not only in connection with these two important bodies, but also in connection with almost every important movement of the last quarter of a century. The Spanish Club, designed to strengthen the relations between St. Louis manufacturers and exporters, and the business world in the Spanish-American republics, has introduced St. Louis-made goods into hundreds of cities, and has increased the shipping returns from this city many points per cent. Until the club agitated the question, the importance of the Mexican and South American trade was entirely lost sight of. Since then the matter has been regarded from a more common-sense stand, and president Kingsland, who has made several tours through Mexico himself, is largely responsible for the improvement.

When the Smoke Abatement Association was formed, the leaders in the movement recognized in Mr. Kingsland the very man for the presidency, and he was elected to the office unanimously. No city has done so much in so short a time to rid itself of the smoke nuisance, and the excellent management of the president of the association is mainly responsible for the good results. Mr. Kingsland was also an active member of the executive committee of the Autumnal Festivities Association during its busiest days, is a director and an enthusiastic supporter of the Exposition, and also does good work in connection with the Tariff Commission.

The Kingsland family is an old one, and is spoken of with respect in Pittsburgh, as well as in St. Louis. Mr. George Kingsland, the father of the subject of this sketch, was born in Pennsylvania, and was the son of the man whose name is so prominent in the annals of the iron industry of Pittsburgh, his work in establishing that industry, when it was not believed to be practicable to compete with the iron houses of Europe, having been crowned with unique and lasting success. Mr. George Kingsland saw in the early thirties that as in empires—so in man-

ufactures—the course was distinctly and unchangeably westward. Others disputed this statement, but Mr. Kingsland read the signs of the times correctly, and in 1834 he came to St. Louis, in which city he proceeded to organize the firm of Kingsland & Lightner and to establish the second iron foundry in St. Louis.

In 1844 the firm of Kingsland & Lightner was succeeded by that of Kingsland & Ferguson, and the manufacturing of agricultural implements was made a specialty. Half a century has elapsed since this policy was determined upon, but the establishment has never been tempted to deviate from it, nor have the demands of its customers rendered it possible to do so.

Mr. George Kingsland married Miss Eliza Ferguson, daughter of Mr. Ferguson, a prominent manufacturer of Pittsburgh, and a member of one of the oldest, and best respected Pennsylvania families. On September 15, 1841, a son was born to Mr. and Mrs. Kingsland, and that son to-day is one of the most prosperous and loyal citizens of St. Louis. He was christened Lawrence D., and when old enough to go to school was placed under the care of Mr. Edward Wyman, a St. Louis teacher who has left behind him the reputation of having trained an exceptionally large number of boys who have grown into leaders of men and interests in St. Louis and the West. When sixteen years of age, young Kingsland entered the Military Institute at Nashville, Tennessee, which was then in charge of General Bushrad Johnson.

On the outbreak of the war Mr. Kingsland's sympathies were naturally with the South. While at Nashville he had studied the question conscientiously, and had come to the conclusion that the South had justice on its side. Hence, although he recognized that by so doing he interfered very much with his prospects for a successful commercial career, he placed his services at the disposal of the Southern Confederacy. In December, 1860, he enlisted and served on the staff of General Harris. He took part in the scouting party organized by that general, and was captain in command of a section of it, with the rank of lieutenant.



He was next sent to Corinth, and his company was attached to General Forrest's command. After doing duty for some time in the vicinity of Corinth, Lieutenant Kingsland was sent on a recruiting expedition to St. Louis. The difficulties to be surmounted during the journey were numerous, but he succeeded in getting within a hundred miles of the city. There he met a detachment of Home Guards in such overwhelming force that he was compelled to fall back into Arkansas. Vicksburg having fallen, it was impossible for the subject of this sketch to rejoin the Army of the East. He was hence attached to the trans-Mississippi Department and appointed adjutant to the Eighth Missouri Regiment. His services were so valuable and his gallantry so conspicuous that he soon rose to the position and rank of brigade adjutant. After the battle of Lexington, and while the army was stationed at Neosho, he was placed in command of an escort to exchange General Mulligan for General Frost. This assignment, like all others undertaken by Mr. Kingsland, was carried out successfully.

Peace came at last, and Mr. Kingsland was able to direct his attention once more to commerce. Entering the house of which his father was senior partner, he kept the books for four years, and then was made a member of the firm. For the next four years he was on the road as traveling salesman, a position for which his handsome presence and manly bearing made him conspicuously competent. His success on the road was phenomenal, and led to the foundation of the magnificent connection his firm now has.

On the death of Mr. George Kingsland, it became necessary for his son to give his attention to the business at home, and he became manager of the selling and agency department. The various changes which have since taken place in the firm, have already been recorded in this work, and it is sufficient to say, that in 1887 Mr. Kingsland became president of the Kingsland & Douglas Manufacturing Company. His able management has resulted in this company securing an international reputation. He has made it a settled policy to watch out for im-

provements in machinery, and to adopt all which appear to be of a practicable character. It has also been his personal care never to allow an inferior article or section of a machine to leave the factory; and so conscientiously has this rule been carried out, that no guarantee is ever asked for when a machine bears the stamp of this company. Not only are these agricultural implements sold in every State in the Union, but they are also in general request in Old Mexico, in which republic, as already stated, Mr. Kingsland has traveled extensively. He has studied the manners and customs of the Mexicans, as well as the special requirements of their trade, and hence his machines have a practical monopoly in that country.

It was while introducing his specialties into Mexico that he was impressed with the importance of fostering trade with the republic, and this led to his energy in connection with the Spanish Club. In addition to the other good work accomplished by this organization, it has succeeded in increasing railroad facilities to a vast extent, and has also caused rates to be adjusted equably so that the handicap under which St. Louis hitherto labored has been in great measure removed.

Mr. Kingsland married on November 5th, 1867, Miss Lizzie Tenant of this city. He has two children, Douglas C., who assists in the business of the firm, and Miss Bessie T. Mr. Kingsland is a member of the Merchants' Exchange, the Mercantile Club, the Fair Grounds Jockey Club, the Legion of Honor, and the Royal Arcanum. He is noted for his generosity and kindly disposition, and few men enjoy such a large circle of warm personal friends.

KINSELLA, W. J., son of Patrick and Ellen (Keating) Kinsella, was born in County Carlow, Ireland, in 1846. His father was an architect of considerable reputation in Ireland, he having constructed some of the largest public buildings in that country. After receiving an education in the schools of his native town, young Kinsella was sent to St. Patrick's College, where he remained until his father's death, which occurred

when he was about fourteen years old. With a brother not much older than himself he procured a position with the jobbing house of A. F. McDonald & Company, of Dublin, one of the largest houses in Ireland.

He made considerable progress, but when he was nineteen years of age he became convinced that the United States offered a much larger field for an energetic lad with little or no capital, and he accordingly crossed the Atlantic, landing in New York just at the close of the war, and applied for a position in the house of A. T. Stewart & Company. He was told that there was no vacancy, but that a job could be found him as a wrapper of bundles; and it is characteristic of the man that he should accept this trifling opening without hesitation. He was almost at the foot of the ladder, but he could see the rounds above him. Very soon his industry singled him out for promotion, and a better position was offered to him. He took it, feeling that he had grasped the second round of the ladder. This new position was with Hamilton, Easter & Sons, of Baltimore. Here he stayed until 1870, when he tried a retail grocery venture in Cleveland, Ohio, in connection with his brother, who had followed him to this country.

The enterprise did not prove a profitable one, and the young men lost all the capital invested. Mr. W. J. Kinsella then went to New York and subsequently looked over the western ground, finally selecting St. Louis as the best place for him. He accordingly located in this city and secured employment in the house of Porter, Worthington & Company, for whom he worked for some time, the connection being mutually agreeable. The Kingsford Oswego Starch Company finally secured his services for their manager, and he largely increased their business by his able management. In 1879 the Thomson-Taylor Spice Company, of Chicago, recognizing his push and energy, placed him in charge of their St. Louis branch, and after two years the Thomson-Taylor Company accepted an offer from him to purchase the St. Louis connection.

Fortunately for St. Louis the offer was accepted, and a Chicago branch house became con-

verted into a very live home concern under the firm name of W. J. Kinsella & Company. Business increased very rapidly, and in 1866 it was found advisable to incorporate the concern under the name of the Hanley & Kinsella Coffee and Spice Company. When Mr. Kinsella bought out the business St. Louis was not recognized as a special market for spices, but at the present time it is one of the foremost in the United States; also being one of the largest inland coffee markets in the world. Very much of the growth of the business is the result of the activity of the subject of this sketch, who has from time to time introduced every mechanical device calculated to expedite work, and whose new mill is a model one.

At the present time the business of the company has grown to immense proportions, and is considered one of the largest in the country. The relations between the president of the company and the large staff employed are of the most friendly character, and every member of the house regards its progress a personal pride. The same courteous and just demeanor marks Mr. Kinsella's every-day-life, and there are few men in the city more popular than he. His services have been frequently requested in various public undertakings, and his services on the board of the Mercantile Club, the Missouri Mutual Building and Loan Association, and Merchants' Life Association of St. Louis, have been invaluable. As vice-president of the Western Commercial Travelers' Association, he did some valuable work, and he is also a prominent member of the Associated Wholesale Grocers, Royal Arcanum and the Knights of St. Patrick.

Mr. Kinsella attributes much of his success in life to the good counsel and co-operation of his wife, who was formerly Miss Nellie Hanley, of New York. The marriage took place in September 1880, and there are three children surviving—William Hanley, Dalton Louis and Ella Marie. Mr. Kinsella is quite a family man, and has the co-operation of his household in his numerous undertakings of charity and benevolence. He is still quite a young man and has before him an excellent career of usefulness.



W. J. Kinsella





CARLISLE, JAMES L., son of David and Mary (Court) Carlisle, was born in St. Louis, Missouri. He was educated in the public schools of St. Louis, and at Central College, Fayette, Missouri. After receiving a thorough course at the latter, he studied law at the St. Louis Law School, graduating in 1873. He was admitted to the bar the same year, and until 1876 practiced law in the office of Glover & Shepley.

In 1876 he opened his own law office, readily building up a large and profitable clientage.

In 1882, on account of poor health, he relinquished his law practice to accept the office of jury commissioner. This important position was held by Mr. Carlisle for two terms, of four years each, he receiving a unanimous re-election. Mr. Carlisle's administration of the delicate and responsible duties of jury commissioner gave him a reputation for courageous impartiality and ready and thorough executive ability.

In 1890 the Australian voting law was to be put into operation in St. Louis, and much anxiety existed over the selection of a recorder of voters, who would have to conduct its initiatory administration. Governor David R. Francis, after the most careful consideration of a large number of capable gentlemen, appointed Mr. Carlisle.

In instituting the new law and its complicated machinery, Mr. Carlisle is generally credited with exhibiting great tact and discernment. Although an ardent Democrat it is freely acknowledged that he treated his political oppo-

nents with absolute justice and full courtesy. Many of his political opponents who were defeated candidates, personally expressed their thanks to him for the impartial treatment they received at his hands.

The duties of the recorder of voters not being inconsistent with the practice of law, Mr. Carlisle returned to his profession, forming a partnership with Mr. L. Frank Ottofy. The firm of Carlisle & Ottofy is now enjoying a fine and lucrative practice, counting among its clients many of the best reputed mercantile houses of the city.

In March, 1894, with nearly a year of his term as recorder of voters unexpired, President Cleveland appointed Mr. Carlisle postmaster of St. Louis. He assumed the duties of the postmastership April 1, 1894.

Mr. Carlisle is still a young man in the prime of his career, both mentally and physically.

He married in 1880 Miss Kate Johnson, of St. Charles county, Missouri. His family consists of one daughter, Miss Mary Kathryn.



JAMES L. CARLISLE.

CHANCELLOR, EUSTATHIUS, A.M., M.D., of St. Louis, Missouri, comes of English stock. He was born at Chancellorsville, Spottsylvania county, Virginia, August the 29th, 1854. His parents, Doctor J. Edgar and D. Josephine Chancellor, being members of, and allied to, the oldest families in the Old Dominion. His early education was acquired at private schools in his native country and at Charlottesville, Virginia. He pursued his classical studies until 1870.

In October of the same year he visited Columbus, Georgia, where he accepted the position of assistant cashier and book-keeper to a railroad official, which he was compelled to give up one year later on account of ill health. He returned to the University of Virginia in October, 1871, and matriculated in the collegiate course with civil engineering, entering the junior class, and at the close of the session received certificates of proficiency in the several departments. He devoted two more years to classical studies and higher mathematics.

In the fall of 1874 he matriculated in the medical department of the University of Virginia, the second year graduating with honors, receiving his diploma on the 29th of June, 1876.

He attended the clinics at the University of Pennsylvania for several weeks following, when he received the appointment of prosector to the chair of anatomy in the University of Maryland (school of medicine), and clinical assistant in the hospital, and matriculated as a student of medicine in the University of Maryland, and received a second diploma (1877) with a well-earned certificate of proficiency from the university hospital.

In the spring of 1878 he was appointed assistant resident physician in the university hospital, which position he held for twelve months, the greater part of the time acting as chief physician, resigning in March, 1879. He has contributed many valuable articles on surgery and medicine, and also on insurance to the leading journals of the country.

He returned to the University of Virginia and formed a co-partnership with his father, Dr. J. Edgar Chancellor, in the practice of medicine and surgery. In 1880, desiring a wider field for his professional ambition, he selected St. Louis as his future home, arriving there July 9, 1880, where his ability, professional and genial manners, brought him into prominence and a lucrative practice. His abilities and studious habits recommending him, he became medical examiner of some twenty of the most popular secret societies of the city. He grew to be an active Master Mason, a Knight of Pythias, Knight Templar,

a Noble of the Mystic Shrine and Scottish Rite Mason.

He was one of the leading founders of the Beaumont Hospital Medical College in 1885, and filled the chair of cutaneous and venereal diseases until 1890, when he resigned by reason of a growing practice. He was elected Supreme Medical Director of the Legion of Honor in 1886, and filled the position efficiently and satisfactorily for three years, and declined re-election in 1889. He was afterwards appointed Supervising Medical Examiner of the Royal Arcanum, of Missouri. As a ready medical writer, a fluent and lucid lecturer, and an energetic worker in national, State and local medical societies, he achieved deserved popularity, and while enjoying social amenities, he lost no opportunity to improve himself in science. In 1884 the degree of Master of Arts was conferred upon him by the St. Louis University. He was appointed by Governor Francis, in 1891, Medical Director of the State National Guard, with the rank of lieutenant-colonel, which position he has filled with credit to himself and honor to the State of his adoption. It was through his efforts that St. Louis secured the National Association of Military Surgeons in 1892, and at its second annual meeting he was unanimously elected permanent secretary.

Personally, he is one of the most genial of men, possessed of a vast amount of personal magnetism, and as a gentleman, civilian-soldier and a physician, his word is as good as his bond. "No one has done more than Dr. Chancellor," says the *Industrial and Home Monthly*, of Chicago, in a recent article, "to advance the high standard of life insurance examinations and characterize this field as a distinct specialty. He has the good fortune to be medical examiner of many of the best life and accident insurance companies in the land, and represents several traveling men's mutual associations."

This eulogy is the more welcome to Dr. Chancellor's many friends on account of its spontaneous appearance in a publication of influence published outside the city. Nearer at home the doctor's work is looked upon as invaluable.





*E. Chancellor M.D.*



SOLDAN, FRANK LOUIS, is a native of Frankfort-on-the-Main, Germany. His father was John Justin Soldan; his mother, Mrs. Caroline Soldan, *nee* Elssman. He received his education in the schools of Germany, from his sixth to his nineteenth year. In 1863 he came to the United States and after a sojourn of two months in New York came to St. Louis, where he has been engaged in educational work for more than thirty years.

From 1864 to 1868 he kept one of the largest private schools in the city; while thus engaged he wrote an "American Reader" for German-American schools, and a series of essays on the Darwinian theory, as well as some translations from Horace. During the following year he taught in the Central High School until he was appointed assistant superintendent of the public schools.

In 1871 he was appointed principal of the Normal School, which position he still holds. During his connection with the Normal School it has steadily risen in the appreciation of the public. Mr. Buisson, the French Minister of Instruction, who visited the Normal in 1876, spoke of it in one of his reports as the model school of the West. In the fall of 1887 both the High School and the Normal School were united under his management.

Mr. Soldan's educational work as a writer and a lecturer has extended beyond the limits of the city. He lectured for four weeks in Knoxville, Kentucky, at the University Institute; he took part in the Concord School of Philosophy and

delivered a lecture on "Goethe and Spinga," which was much appreciated, and at the time reprinted in full by New York papers. Mr. Soldan has also delivered courses of lectures to large classes of ladies and gentlemen. The papers which he presented from time to time before the National Association of Educators always found a circle of attentive listeners and readers, and in 1883, at one of the largest meetings ever held, that at Madison, with over 7,000 teachers in attendance, he was elected president of the association.

He has been a member of the "National Council of Education," a body of fifty men selected from the various sections of the country as representatives of the National Educational Association since the establishment of that body, and has contributed many papers in the discussions of that body. In 1880 he received a call from South Carolina to organize the first Normal Institute for teachers held in that State, and the success of this enter-



FRANK LOUIS SOLDAN.

prise was an important factor in the educational revival which Hugh S. Thompson, later governor of the State, Prof. E. S. Joynes and their associates brought about, and which led to the re-establishment of the time-honored University of South Carolina, and to renewed educational activity and enthusiasm throughout the State. At the first commencement exercises of the re-established South Carolina University, it honored Mr. Soldan by conferring upon him the degree of LL.D.

In addition to his professional activity Mr.



Soldan has done a great deal of literary work. A little book, "Grube's Method," which he wrote in 1879 on a new method of teaching arithmetic, was read and studied everywhere, and led to a change in the method of teaching this subject in almost every State. He contributed to the *Western* and the *Journal of Speculative Philosophy*. Among the articles in the *Western* we may mention: "Law and Cause," "Goethe's Suleika," "Culture and Facts" and "Landmarks in Education."

ROWELL, CLINTON.—The city of St. Louis owes, to a very large degree, its rapid advancement in the last quarter of a century to an infusion of New England blood, and the bar of St. Louis has reached its present high position largely by the accession to its ranks of New England men. Among the New Englanders who have added luster to the bar, Clinton Rowell deserves a first place. Like all men who have impressed themselves upon the world, Mr. Rowell owes his success to two things: ability and environment. He is the son of Guy C. and Clarissa (Rankin) Rowell, and was born on November 12, 1838, at Concord, Essex county, Vermont. The Rowell family is well known in New England, and his mother's family, Rankin, can be traced through many honorable generations.

His early life was that of the New England boys of his time, when the first lesson taught was that of self-denying application. The New England idea was that life is a scene of action; that every man should strive for success and that success should be the fruit of legitimate toil. Although born in the Green Mountain State, Mr. Rowell was really reared in New Hampshire. His boyhood was spent on the farm and at the common schools. Later on he acquired the advantages to be given by the academies, and finally completed his education at Dartmouth.

Satisfied that the growing West was the arena for a young man, he proceeded directly from college to Bloomington, Illinois, and became there a law student in the office of Tipton & Benja-

min. He came to St. Louis in 1866. Shortly after his arrival in St. Louis, he formed a partnership with Daniel D. Fisher. This partnership continued under the name of Fisher & Rowell until January, 1889, when Mr. Fisher took his place upon the Circuit bench. At the time of dissolution this was the oldest legal firm in the city of St. Louis. Immediately following the dissolution Mr. Rowell entered into a partnership with Mr. Franklin Ferriss, under the firm name of Rowell & Ferriss, and this latter firm still continues.

In 1866 St. Louis was entering upon a new era. It was an era of progress. The young firm of Fisher & Rowell plunged into the current. There was much business to be done, and the firm got its share. These were the days of hard fighting in court. New questions of law had to be settled. Many of the great forensic lawyers who have made the St. Louis bar famous were still active in the field. Now contests are largely settled in lawyers' offices by concession or compromise. Then they were fought to a finish before court and jury; no quarter was asked or given.

Mr. Rowell developed rapidly under these conditions. His reputation has grown steadily from the start. His practice has grown in proportion, until his firm's clientage has become both extensive and lucrative, and it now stands among the leading professional firms in the country. Mr. Rowell was attorney for the late millionaire, Henry Shaw, and is still the legal adviser of the executor. He was also attorney for Dr. McLean, the proprietary medicine manufacturer and inventor. He has handled the involved and complex details of these vast estates to the entire satisfaction of his clients, and in a manner to win the admiration of his professional brethren. He has also been connected with many of the most important railway condemnation suits, and is recognized authority on this branch of the law.

Mr. Rowell in a marked degree represents the highest type of the profession. He has all the natural gifts of the great orator: a commanding presence, a massive head, bearing a striking



*Clinton Rowell*





resemblance to Webster, impressive gray eyes, a ringing, sonorous voice, and a never-failing command of choice English. To these qualities he adds a fervor and intensity of thought and feeling which are fundamental in his nature. These qualities make him a great advocate, and, whether presenting questions of fact to the jury or of law to the court, and especially when roused by a sense of danger to his client's interests, he becomes an antagonist of matchless power and eloquence.

The lawyer of to-day finds his 'greatest usefulness in the office and consultation room, where the history of important transactions is written, where important differences are adjusted. Not ordinarily does the successful advocate, and trial lawyer also, possess the qualities of the sagacious, prudent counselor. Mr. Rowell combines both. He is a man on whom men instinctively lean. He knows the law in a practical sense.

He is pre-eminently qualified to handle an important business disagreement or complication. Through his profound knowledge of legal principles and his characteristic grasp of business facts, he is able to determine the relative legal rights of parties to a controversy with great promptness and accuracy. He does not hesitate to tell his client to modify or yield his demands, if justice requires; but when assured that his cause is just, he will press the rights of his client with absolute fearlessness. By the exercise of consummate skill and perfect candor he rarely fails to win the confidence of his antagonist and obtain substantial justice and an adjustment satisfactory to all interested.

When necessary to protect his client's rights he does not hesitate to enter the forum established for the settlement of legal controversies. He is unceasing in his vigilance in preparing his cases for trial. With dauntless courage, with infinite care and patience, he fights out every contest to the end, and his splendid powers of advocacy rarely suffer defeat.

Mr. Rowell has achieved success solely by the legitimate practice of his profession. His large following is due entirely to his ability as a

lawyer and his integrity as a man. These qualities have won him as well the esteem of his professional brethren.

Politically, Mr. Rowell is an ardent Democrat; a valuable and influential member of his party, and has done it valuable service. Although a popular man he has steadfastly refused all solicitations to hold office. He prefers the steady work of his profession and the independence of private life.

Socially, he is a man of broad sympathies, well read and thoroughly intelligent on all current questions, and is a man of decided convictions and opinions. He is a member of the Congregational Church, and a strong supporter of its faith and purposes.

Mr. Rowell is a member of the St. Louis and Mercantile clubs, and a prominent member of the Merchants' Exchange. He was one of its delegates to the convention held in Washington in September, 1893, to urge the repeal of the Silver Purchasing Act, and he made the most effective speech in that convention. It was published by some of the delegates and extensively circulated.

He enjoys with his charming family the comforts of a handsome home near Forest Park. He married in 1868 Miss Carrie M. Ferriss, daughter of Charles Ferriss, a prominent resident of Clinton county, New York, and a sister of his present law partner. They have two children, named Grace and Carlton.

FERRISS, FRANKLIN.—One of the most gratifying signs of the times, in St. Louis, is the increasing willingness of men of high standing in the community to devote their time and attention to municipal matters. Among those who have thus exhibited a spirit of loyalty and devotion to the city, Mr. Franklin Ferriss is prominent. In the spring of 1893 he consented, at considerable personal sacrifice, to become a candidate for a seat in the City Council. His election followed, as a matter of course, and his colleagues promptly elected him vice-president. When called upon to preside, he displays conspicuous ability in the chair, is at once firm and

impartial, and seasons his rulings with a liberal supply of good sense. As a legislator he is earnest and careful, and is as zealous in his municipal duties as in his private and professional affairs.

Mr. Ferriss is not yet forty-five years of age. He is the son of Charles and Mercy (Macomber) Ferriss, and was born in Clinton county, New York, September 22, 1849. He received the primary elements of his education at the common schools, and entered Cornell University when about eighteen or nineteen years old, and graduated from that renowned seat of learning in the class of 1873. Like many other young men before him, his graduation meant to him the severing of home ties and the starting out into the world to win his own fortune. He selected St. Louis as the scene of his future efforts, coming here in the same year he left the university.

Having determined to adopt the law as his profession, he entered the St. Louis Law School soon after he reached the city, graduating from the school, which has educated so many brilliant men for the bar, in 1875. He commenced practice alone after being admitted to the bar, and so continued until the dissolution of the firm of Fisher & Rowell, caused by the election of Judge Fisher to the bench, when he became the partner of the last named gentleman, and is still such, the style of the firm being Rowell & Ferriss.

Like his partner, Mr. Rowell, Mr. Ferriss devotes his whole attention to the practice of commercial and corporation law, making of this civil practice a specialty, taking no criminal cases whatever. Mr. Ferriss, although, as mentioned above, he is but just entering the prime of life, is considered a lawyer of exceptional learning and possessed of a power of analysis in a profound degree. He certainly understands thoroughly the branch of law he has adopted, and since he has been before the courts has been considered one of the most successful lawyers of the St. Louis bar.

Among other practice he did nearly all the law business connected with customs necessitated

by the McKinley bill, acting in the capacity of attorney for C. H. Wyman & Company, custom brokers. He represented many of the defendants in the noted railway condemnation suits, securing verdicts for his clients in almost every instance. His name is connected as a winner with many of the civil suits that have been tried in St. Louis courts in recent years. Aside from his law business he is interested in several business companies.

Mr. Ferriss married Miss Elizabeth H., the daughter of H. T. Simon, of Simon, Gregory & Company, of St. Louis. They have three children, Henry T., Margery and Hugh, and live in a handsome home at 5828 Cabanne place.

KLEIN, JACOB, son of John M. and Caroline (Guth) Klein, was born at Hechtsheim, Hesse-Darmstadt, now a portion of Prussia, on September 1, 1845, but his parents emigrating to America when he was quite a child, nearly the whole of his life has been spent in this country. The family landed at New Orleans in 1851, and settled in St. Louis in 1852.

The subject of this sketch was educated in the public schools of St. Louis, and, entering heartily into his studies and taking advantage of every opportunity to acquire knowledge, he made rapid progress, and left school thoroughly prepared to acquire an insight into the technicalities of the profession of which he has since become so distinguished a member. He read law for about eighteen months with Mr. Seymour Voullaire, and subsequently with the Hon. Samuel Knox, member of Congress, and Judge Irwin Z. Smith. In the year 1869 he was admitted to the bar and at once commenced practice in this city.

Had Mr. Klein been content with the prospect of an ordinary career, he would have continued practicing, especially as his ability and courtesy, aided by the sound legal training he had received, brought him clients from the first. But the same determination and laudable ambition which has actuated his more recent career were uppermost with him at this early stage,

and after about a year's practice he went to the Harvard Law School to complete his legal education. He took a full course and graduated with the class of 1871, securing the degree of LL.B.

Returning to St. Louis, Judge Klein recommenced practice here, and continued for nine years without a partner. He was promptly recognized as an able lawyer, and the successful manner in which he handled cases entrusted to his care soon made him popular and led to a rapid increase in the number of his clients. In the year 1881 the partnership firm of Klein & Fisse was formed, Mr. Klein's partner being Mr. W. E. Fisse, now a member of the School Board and a very successful attorney, and who had read law in the office prior to acquiring an interest in it. The partnership was both pleasant and prosperous, and continued until January, 1889, when the senior member retired from practice and took his seat on the Circuit Court bench, and Mr. Fisse continued practice alone.

Judge Klein's career at the bar was a very successful and honorable one, and he built up for himself and his firm a very large and lucrative practice. He had charge of a number of cases of great importance, involving large sums of money, and the way he protected the interests of his clients earned him a well-merited reputation as a lawyer. In the year 1888 he was elected a Circuit Court judge, taking his seat the following January. He is now presiding judge of the court and sits in court

room No. 1. His ability as a lawyer and his firmness and impartiality have, during the last three years, been very marked, and both the legal profession and the public have learned to regard him as an able and just judge.

An unusually large number of cases involving difficult legal points have come before his court, but he has been fully equal to the occasion, and his decisions in these have been almost invariably upheld on appeal. Prominent among these was the case of the State of Missouri against Schweickhardt, in which the right of St. Louis to control the sale of refreshments in Forest Park was challenged. Judge Klein's ruling excited general admiration and was affirmed on appeal.

In politics the judge has always been a consistent and active Republican. He led one or two forlorn hopes for his party at a time when the Democrats were carrying all elections in the city, and when, in 1888, he was nominated for a judge-



JACOB KLEIN.

ship in the Circuit Court, he ran far ahead of his ticket, polling a larger number of votes than had ever been cast for a candidate for a similar office. Apart from politics, the Judge takes an active interest in everything calculated to benefit St. Louis, and is looked upon as a public-spirited, active and accomplished citizen.

He was married April 17, 1873, to Miss Lilly Schreiber; four children have blessed the union, and the family have always lived in the South Side, where they have a large circle of friends and acquaintances.



McKEIGHAN, JOHN E., was born on a farm near the town of Farmington, Fulton county, Illinois, July 20, 1841. His parents were Robert and Ellen (Tuttle) McKeighan. His father was a prominent farmer of Fulton county, and gave his son better opportunities for acquiring an education than most farmers' sons have afforded them.

John E. attended the district schools of his native county, after which he entered Knox College at Galesburg, Illinois, where he prepared himself thoroughly for a university course, which he afterwards took at Ann Arbor, Michigan, graduating from that institution in June, 1866. He then read law in the office of Martin Shellenberger, of Toulon, Stark county, Illinois, and was admitted to the bar at Ottawa, in May, 1867.

After his admission to the bar, he came to Missouri and settled at Bolivar, Polk county. After practicing law in that place for a few months, he moved to Baxter Springs, Kansas, and opened a law office there in March, 1868. From there he went to Fort Scott, Kansas, in March, 1871, and formed a law partnership with H. C. McComas, under the firm name of McComas & McKeighan. In 1876 Mr. McKeighan and his partner both decided to remove to St. Louis, and the partnership was continued until 1881, when Mr. McComas moved to New Mexico, settling at Silver City, where he and his wife were murdered by the Indians in 1882.

Mr. McKeighan then formed a partnership with Silas B. Jones (McKeighan & Jones) which lasted until January 1, 1885. He next formed a partnership with Judges W. C. Boyle and Elmer B. Adams, under the firm name of Boyle, Adams & McKeighan, which was dissolved January 1, 1892, and the firm of Lee, McKeighan, Ellis & Priest was formed.

No lawyer, anywhere, applies himself more assiduously to his profession than does Mr. McKeighan. Having mastered the basic principle of his profession, he finds no difficulty in applying those principles to the solution of the most knotty and intricate legal questions. His mind is naturally of a strong, judicial cast, and

it has been matured by years of patient study and research, and disciplined by an active practice running through more than twenty years.

His practice is exclusively in the civil courts and comprises all branches of the civil law. He has given much attention to the constitutional and corporation law, being frequently employed as special counsel by banking and railway corporations. He has also rendered invaluable assistance to the Autumnal Festivities Association, the Citizens' Smoke Abatement Association and other movements of a public character.

Mr. McKeighan was married November 2, 1869, to Miss Helen M. Cutler, daughter of Thomas C. and Lucy (Culver) Cutler, of Kalamazoo, Michigan. Mrs. McKeighan died a few years ago after having four children—Lucy, Robert, Mabel and Ellen, of whom the last three are living.

PRIEST, HENRY SAMUEL, general attorney for the Missouri Pacific Railway, was born in Ralls county, Missouri, February 7, 1853. His parents were Thomas J. and Amelia E. (Brown) Priest. His father was a native of Virginia. His mother was a native of Kentucky, and was connected with the distinguished Houston family, of which General Samuel Houston, of Texas, was a member. He received his education in Westminster College, Fulton, Missouri, graduating in the class of 1872. He then went to Taylorville, Kentucky, and began the study of law in the office of Major Mark E. Houston. He completed his course of legal studies at Hannibal, Missouri, under the direction of Judge James Carr, who was at that time general attorney for the Hannibal & St. Joseph Railroad Company.

He was admitted to the bar by Judge John T. Redd, at Hannibal, in the spring of 1873, and located at Moberly, Missouri, where he entered on the practice of law. He was shortly afterwards elected city attorney, and continued to practice his profession there for eight years, when he was tendered the position of assistant attorney for the Missouri Pacific Railroad Company by Judge Thomas J. Portis, then the gen-



*J E McKnight*





eral attorney for that company, which he accepted, and came to St. Louis in October, 1881. He remained with the Missouri Pacific until December 1, 1883, when the appointment of attorney for the Wabash, St. Louis & Pacific Railway Company (now the Wabash Railroad Company) was tendered him. He accepted the appointment, and held that position until December 1, 1890, when he was appointed general attorney for the Missouri Pacific Railroad Company, which position he still holds.

From the day Mr. Priest was admitted to the bar until the present, his rise in the legal profession has been rapid and continuous, and he stands to-day second to no lawyer in the State in his general knowledge of the science of jurisprudence, and especially of the law pertaining to railroad corporations, which has grown to be a most important branch of the civil law in the United States. It may be said of him that he is "a born lawyer" and possesses to a remarkable degree that intuitive faculty that enables him to instantly grasp and comprehend the most intricate and abstruse legal propositions, and make them simple and clear to the court and jury. He is frank and straightforward in his presentation of a case, and while he has been too busy to study and cultivate the graces of oratory, he is a pleasant, strong, forcible speaker, enforcing conviction on his hearers by his earnestness and evident reliance in the justice and strength of his cause.

In politics Mr. Priest is a Democrat, and although he has never had political aspirations, nor mingled in the politics of the State, few men in private or professional life wield as great an influence in the councils of his party, and were he to give his attention to the details of party management he would soon be a leader not only in State, but in national politics.

Mr. Priest is president of the Missouri State Bar Association, and a member of the law firm of Lee, McKeighan, Priest & Ellis, which was formed January 1, 1892.

Mr. Priest was married November 9, 1876, to Miss Henrietta Parsell, of Webster Groves, St. Louis county, whose parents were George B.

Parsell, of St. Louis, and Elizabeth (Wright) Parsell, of Portland, Maine. They have four children—George T., Grace E., Jeannette B. and Wells Blodgett.

LEE, BRADLEY D., son of Henry B. and Mary (Austin) Lee, was born March 24, 1838, in Litchfield county, Connecticut, and was educated in the common schools of his native county, and at Williston Seminary, East Hampton, Massachusetts. He then became a student at law in the office of Hon. Hiram Goodwin, of Riverton, Litchfield county. He read law for two years, and then entered the army as first lieutenant in the Nineteenth Regiment Connecticut Volunteer Infantry, in September, 1862. He was assigned to the general staff service in the United States Volunteer army, by President Lincoln with the rank of captain. He served in the army of the Potomac until the close of the war, and upon being mustered out of the service, was brevetted major for meritorious conduct.

Returning home he entered the law department of Yale College, graduating in the class of 1866, with the degree of bachelor of laws. Soon after he came to St. Louis, and formed a partnership, for the practice of law, with Daniel T. Potter (Potter & Lee). This partnership was dissolved after one year, and he associated himself with B. F. Webster (Lee & Webster), for three years, after which he was alone for two years. In 1872 he entered into a co-partnership with Elmer B. Adams, which continued until 1878, when Mr. Adams was elected one of the judges of the St. Louis Circuit Court. Mr. Lee and Hon. Jeff. Chandler then formed a partnership (Lee & Chandler), which lasted until Mr. Chandler removed to Washington City, in 1881, when Mr. Lee, Col. D. P. Dyer and John P. Ellis associated themselves under the firm name of Dyer, Lee & Ellis. In 1889 this firm was dissolved, and the firm of Lee & Ellis was established, and continued until January 1, 1892, when the firm of Lee, McKeighan, Ellis & Priest was organized.

During the more than twenty-five years that

he has practiced law in this city. Mr. Lee has established an enduring reputation as a lawyer of splendid ability and great learning. Possessing a keen, logical and analytical mind, and a remarkable faculty for making a clear and luminous statement of his case before a court or jury, and enforcing his argument by a manner at once earnest and pleasing, it is not surprising that he has won his way to the front rank of his profession, and is recognized as a leading member of the bar of this city, famed throughout the country for the ability, worth and learning of its members, and that he stands, to-day, at the head of one of the ablest and strongest law firms in the West.

Mr. Lee was married to Miss Belle F. Waterman, daughter of Hon. A. P. Waterman, of Beloit, Wisconsin, November 23, 1870. They have two children—Edwin W., born July 1, 1875, and Wayne, born October 14, 1880.

As a lawyer Mr. Lee has steadily advanced, in his career in St. Louis for the past quarter of a century, from a modest beginning to the front rank in his profession. No one who knows him will for one moment assert that this has not been accomplished strictly upon his merits. He has succeeded because he deserved and won fairly success. He has an extremely large following who believe implicitly in his advice and opinion, because they are honest and sound. In that large branch of professional work of the modern lawyer, those differences between parties which never reach the courts, Mr. Lee is admirably qualified and pre-eminently successful. He belongs to that class of lawyers that are not afraid to tell a client he is wrong, and when he is in the right and in difficulty, work it out for him with untiring assiduity and consummate skill.

When once engaged in a controversy which must be settled by forensic strife, Mr. Lee exhibits all the best attributes of the trained lawyer. He mastered this branch of his profession in the only school where it is ever learned, in the arena where there are blows to take as well as blows to give, and the weakest goes down. He prepares his cases with the utmost care and no labor is too great for the

purpose to be attained. He makes himself familiar with every detail of his cause, and is not unmindful of that of his adversary. In the trial he is at home, and at every step of the cause he is strong and untiring. With patient activity, unyielding perseverance, and unflinching courage he fights the forensic contest from beginning to end. In that spirit that never quails, one of the most essential qualities of the successful practitioner, Mr. Lee stands among the foremost of his profession.

While he makes no attempt at polished oratory, both before the court, and a jury, when fully aroused he is a debater of the strongest type, and never fails in creating a clear and most effective impression. He is what is well understood in the profession, as the first-class "all round" lawyer, and stands easily among the foremost of his cotemporaries at the head of one of the strongest firms in the country. While Mr. Lee is a strong opponent and unyielding in controversy, he is a genial companion, the truest of friends, which makes him deservedly one of the most popular men among his comrades at the bar. Still in the prime of life, in the maturity of his powers, he has many years of his pre-eminently successful career before him.

GARESCHE, ALEXANDER J. P.—A lawyer who has made a name for himself by his brilliant attainments, and whose name must be remembered in history as a champion of liberty and constitutional rights, is he whose name heads this sketch. Just subsequent to the war he endeared himself to every lover of liberty, by the brilliant and persistent fight he made on the odious Drake Constitution. Refusing to take the "test oath" he was debarred from practice during 1866 and 1867, and largely by his own efforts saw these odious laws repealed, and himself and others admitted to citizenship without having to take the oath.

Since 1845, or for nearly a half century, he has practiced law in the courts of Missouri, and has built up a reputation second to that of no advocate in the Mississippi valley. Alexander J. P. Garesche was born March 1, 1823, near



*B. D. Lee*





Matanzas, Cuba, where his parents were temporarily sojourning. They were Vital M. and Mimika Louise (Bauduy) Garesche, and both were of French origin, coming originally from San Domingo.

A settlement was made near Wilmington, Delaware, where Alexander received a preparatory education, his instruction being continued at Georgetown, D. C. In 1839 he came with his father's family to St. Louis, and in 1840 entered St. Louis University, from which he finally received its three degrees. In 1842 he began the study of law in the office of Col. T. T. Gantt, and in 1845 was admitted to practice. Although he has since then been a conspicuous man of affairs, and by his bitter fight crushed the "test oath" in 1869, he has been singularly averse to holding public office. He has been often solicited to fill positions of trust, but the city attorneyship, in 1846-47, is the only office he ever held.

Shortly after he began practice, or in 1849, he was married to Laura, daughter of Thomas C. Van Zandt, a member of one of the old New York Knickerbocker families. Of this union nine children have issued, five of whom are yet living.

GARESCHÉ, EDMOND A. B., is a worthy son of his father, from whom he has inherited an aptness for legal work which has made him famous as a lawyer. He was born in this city July 6, 1857. His father, Mr. A. J. P. Garesche, has already been introduced to our readers. His mother, formerly Miss Laura C. Van Zandt, was, as has already been noted, a member of a very old and noted Knickerbocker family of New York.

Edmond received his education at the St. Louis University, the Jesuit College, Georgetown, D. C., and at St. Mary's College, Montreal. After his return to his home in St. Louis he began the study of law in 1875, in his father's office; passed a successful examination and was admitted to the bar in November, 1877. He embarked in the practice of his profession with W. J. D'Arcy as an office partner. At the end

of two years this arrangement was terminated by the removal of D'Arcy to Kansas City, whereupon Mr. Garesche returned to his father's office for awhile and then formed a partnership with his brother, William A., under the style of Garesche & Garesche. Within two years this partnership was also dissolved, and since then Mr. Garesche has conducted business on his own account.

Mr. Garesche married, in 1880, Miss Emma W., daughter of William H. Jennings, of St. Louis. They have six children—Laura, Adelaide, Eugene, Henry, Edmond and Claude.

BLODGETT, WELLS H., was born January 29, 1839, at Downer's Grove, DuPage county, Illinois. His parents were Israel P. and Avis (Dodge) Blodgett. Received an elementary education in the common schools of his native county; spent two years at the Illinois University at Wheaton, and a short time at the Rock River Seminary at Mount Morris, Illinois. He then read law in the office of Judd & Blodgett at Chicago and was admitted to the bar in the spring of 1861. He was one of the first to respond to President Lincoln's call for 75,000 men for three months to suppress the rebellion and collect the revenue, in April, 1861, enlisting as a private in Captain C. C. Marsh's company. At the expiration of three months, he enlisted as a private in the Thirty-Seventh Illinois Volunteer Infantry; in October, 1861, he was made lieutenant of company D, same regiment. In the spring of 1862 he was promoted to the captaincy of the same company. In March, 1863, he was commissioned by President Lincoln as judge advocate of the army of the Frontier, with rank as major of cavalry in the United States army. In August, 1864, he was commissioned lieutenant-colonel of the Forty-Eighth Regiment Missouri Volunteer Infantry, and October 1st of the same year was commissioned colonel of the same regiment.

Colonel Blodgett's active military service began with the campaigns of Generals Fremont, Hunter, Schofield and Heron, in southern Missouri and northern Arkansas, and continued

until the close of the war, being attached to department headquarters only for the few months he acted as judge advocate, and afterwards served in Tennessee and Alabama, his regiment being a part of the Fourth Division of the Twentieth Army Corps, commanded by General Rosseau.

When the war closed Colonel Blodgett settled at Warrensburg, Missouri, and began the practice of law. In 1866, he was elected to represent his county (Johnson) in the Legislature, serving in that capacity for two sessions. In 1868, he was elected to the State Senate for the term of four years, from the district composed of the counties of Johnson, Henry, Benton and St. Clair. As representative and senator he took an active and prominent part in proposing and advocating measures that would advance the material interests of the State, and while he was, and still is, a Republican of the "most straitest sect," he was one of the first men in his party to advocate an amendment to what was known as the Drake Constitution, abolishing the test oath and clothing with all the rights of citizenship those thousands of men who had been disfranchised for participation in the rebellion, and few men in his party did as much to bring about that result. His career as a legislator and public servant proved that a man can be just and magnanimous to his political opponents, and at the same time be loyal to his party.

In the fall of 1873, Colonel Blodgett accepted the position of assistant attorney of the St. Louis, Kansas City & Northern Railway Company. In June, 1874, he was appointed general attorney for the same company, taking entire charge of all its legal business, and continued in that position until the fall of 1879, when the road was consolidated with the Wabash system; the two companies forming the corporation known as the Wabash, St. Louis & Pacific Railway, with lines extending in and through the states of Ohio, Indiana, Illinois, Missouri and Iowa. He was then appointed general solicitor of the company, and put in charge of its entire legal business. When the

company failed in 1884, and the road was placed in the hands of receivers, Colonel Blodgett represented the receivers in all their litigation, which proved to be the most complicated of any similar litigation in the court annals of this country, involving, as it did, the most intricate questions of corporation law, besides many millions of dollars. Upon the reorganization of the company in 1889, Colonel Blodgett was re-elected general solicitor, with full control of its legal department, which position he still holds.

Colonel Blodgett's magnificent services during the war have been recently recognized, and he is in possession of a medal awarded him for exceptional bravery.

REYBURN, VALLE, son of Thomas and Juliet (Valle) Reyburn, was born in St. Louis, March 20, 1853. He was educated at the St. Louis University, and having graduated in 1871 entered the office of Sharp & Broadhead, as a law student. He remained for several years with this firm, and was with them at the time of the death of Mr. Sharp and the consequent dissolution of the firm.

Mr. Reyburn was admitted to the bar in 1873, and his connection with Sharp & Broadhead thus terminating, he practiced alone until 1882, when he associated himself with Mr. Samuel Herman, since deceased. Mr. Reyburn later entered into partnership with Frederick N. Judson, the firm name being Judson & Reyburn, which was dissolved in January, 1891. Since that period Mr. Reyburn has practiced alone. He has a large connection in commercial circles and is well known as a lawyer among the businessmen of St. Louis, and has achieved distinction in his profession, especially in the department embracing real estate interests. He is popular in both business and social circles, and is frequently spoken of as a man fit for high judicial honors.

In June, 1883, Mr. Reyburn married Miss Marceline Randolph, of Louisiana. He has three sons, the oldest named after him, and two younger sons, John and Thomas.





Wm. H. Blodgett



PAXSON, ALFRED ALLEN, was born at Winchester, Scott county, Illinois, December 10, 1844. He laid the foundation for a thorough, classical education by attending the common schools of his native county until he was qualified to teach. He then taught school until he had made money enough to enter college, which he did in the fall of 1864, entering the Freshman Class of Illinois College at Jacksonville. After a four years' classical course he graduated at the head of his class in 1868, and then came to this city where his father was in charge of the depository of the American Sunday School Union.

Having decided to adopt the legal profession, young Paxson began the study of law while acting as clerk and book-keeper for his father, reading at night and working during the day. After two years of study and attending the lectures in the law department of Washington University, he graduated in May, 1870, and was admitted to the bar.

After practicing law in this city until the spring of 1873, he removed to Texas on account of failing health. He remained there nearly four years, practicing law during the time. He did an extensive practice, principally in the criminal courts. He displayed such signal ability in this branch of the law that he was appointed district attorney by Judge M. H. Bonner, who has since been a member of the Supreme Court of Texas.

While in Texas Mr. Paxson was elected county superintendent of Public Schools. Having

regained his health he returned to St. Louis in March, 1877, and devoted himself to the practice of law, doing an extensive business, both in the civil and criminal courts, until April, 1891, when he was appointed judge of the Second District Police Court of this city by Mayor E. A. Noonan, which position he now holds.

Mr. Paxson was married October 8, 1873, to Miss Julia L. Hart, of St. Louis, who was the daughter of Harrison E. Hart, colonel of the Twenty-second Illinois Infantry, and who died in 1863 while in the service.

While in Texas their first-born child, a daughter named Sallie, died. The body was brought to Alton, Illinois, and lies in the cemetery at that place. They now have four children living—Nellie, Harry, Pryor and Ruth.

Mr. Paxson is a prominent member of the Independent Order of Odd Fellows, of the Supreme Council of the Legion of Honor, being one of the representatives from Excelsior Council, No. 17,

and also a member of the American Legion of Honor. In religion he is a Presbyterian; in politics, a Democrat.

A sketch of Judge Paxson without a reference to his parents, and to the life-work of his distinguished father, would be incomplete. Stephen Paxson, the father of Judge Paxson, was born at New Lisbon, Ohio, November 3, 1808. His mother was Sarah (Pryor) Paxson, and was a native of Tennessee. During the last forty years of his life, Stephen Paxson was a Sunday school missionary, and traveled through the Western



ALFRED ALLEN PAXSON.



States in the interest of the American Sunday School Union, and was known and beloved by thousands of people throughout the West and South. He died in this city, April 22, 1881, and rests in Bellefontaine cemetery.

CLAIBORNE, JAMES ROBERT, was born in Franklin county, Virginia, August 5, 1840. He was the son of Nathaniel H. and Elizabeth Archer (Bintorf) Claiborne. His father was a representative in the Congress of the United States from 1820 to 1840.

James Robert received his education in the common schools of his native county. After leaving school he engaged in farming until the beginning of the civil war, in 1861, when he enlisted as a private in Company D, Second Regiment Virginia Cavalry, and took part with his regiment in nearly all the battles fought by the army of Northern Virginia, and was slightly wounded in a skirmish on the London & Hampshire Railroad. When the war ended, he was colonel of the Thirty-seventh Regiment Virginia Cavalry.

He came to Missouri in 1866, and was licensed to practice law by Judge Moodey of the Circuit Court, and formed a partnership with his brother, Colonel Nathaniel C. Claiborne, which continued until 1883, when he was appointed prosecuting attorney of the Criminal Court, on the death of Samuel Erskine. He served in this position until 1887, when he was elected to the same office for the term of four years. At the end of this term, after serving for eight years as prosecutor, he was elected judge of the Court of Criminal Correction on the Democratic ticket, receiving the largest majority ever given any one elected to that office. His term of office will expire in December, 1894.

Judge Claiborne was elected to the State Senate in 1876, and served for four years. In addition to the political offices he has held, he has been chosen president of the Ex-Confederate Association of Missouri, a society composed of 30,000 surviving veterans of the late Confederate army, and also president of the St. Louis Historical and Benevolent Association, com-

posed of ex-Confederates. He is a member of the Legion of Honor, the Knights of Honor, the Ancient Order of United Workmen and the Valley Council of the Royal Arcanum.

DELANO, RUFUS J., one of the most talented attorneys and conspicuous political leaders of St. Louis, was born at Dayton, Ohio, May 10, 1854. He is the son of William J. and Eleanor (Ollin) Delano. His mother died at Memphis when he was but three years old, while his father was, before the war, one of the proprietors of the *Bee* at New Orleans, where he died.

After the death of his mother, Rufus, with his brothers, was sent to St. Louis relatives, under whose care he grew up. When properly prepared he entered Washington University, where he graduated in 1872, having specially fitted himself in civil engineering. He afterward concluded that he was better adapted to the law. He accordingly took a three-years' course at the St. Louis Law School, and, subsequent to his admission to practice by Judge Alex. Hamilton, went to work for Garland & Green as a clerk.

After two years in this capacity, he opened an office for practice, and since, during a course of fifteen years, he has earned both reputation and money as a gifted lawyer. His practice has been mostly civil, and he has made a specialty within the field of corporation and theatrical business. He is an influential leader in the councils of the Republican party, and in 1888-89, while chairman of the Republican Central Committee, was the means of harmonizing the factions of the party which had been at enmity for years.

Mr. Delano was married to Augusta, daughter of Mr. August Nedderhut, of St. Louis, October 14, 1886. They have two children, Rufus J., Jr., and Eleanor.

Mr. Delano takes quite a prominent interest in athletic sports of a high-toned character, and as president of the Pastime Athletic Club he brought that organization to the front and made it known as one of the leading athletic clubs of the West.

VALLIANT, LEROY B., son of Denton Hurlock and Narcissa (Kilpatrick) Valliant, was born at Moulton, Alabama, June 14, 1838. In the paternal line he is of the Valliant and Hurlock families of Maryland origin. The first American ancestor of the Valliant, or Valiant, family (the name is spelled either way in different branches) was John Valliant, an Englishman, who came to the Colonies a youth in 1658 and settled in Caroline county, Maryland, where many of his descendants still reside. The father of John Valliant was a Frenchman, Jean Vaillant, who emigrated from France during the reign of Louis XIV. and settled and married in London, where his name became anglicized from Vaillant to Valliant.

The Hurlock family spring from Jonathan Hurlock, an Englishman, who came to the Colonies in 1716 and settled in Maryland, where many of his descendants still reside, chiefly in Dorchester county and in Baltimore. In the maternal line the subject of this sketch is of a Tennessee family, Kilpatrick, which is of Scotch-Irish origin.

Leroy B. Valliant was educated at the University of Mississippi, where he graduated in 1856. He then entered the Cumberland University Law School, at Lebanon, Tennessee, where he graduated in 1858, and was admitted to the bar in Greenville, Mississippi, in 1859. He commenced practice at Greenville, but the war breaking out soon afterward, he gave up his profession for the time-being and entered the Confederate army as a lieutenant, and after-

wards became captain of Company I, Twenty-second Mississippi Regiment, which regiment he commanded in the battle of Shiloh after all its field officers had been killed or wounded. He was also in other engagements. After his war experience he returned to Greenville and resumed practice, remaining in that city until November, 1874, building up a large practice and earning the respect and admiration of his fellow-citizens.

In the winter of 1874-75 Mr. Valliant came to St. Louis, where he commenced the practice of law. His talents attracted general attention, and he soon took his position in the first rank of the St. Louis bar. As a prominent Democrat and a very able orator, he became in great favor with his party, and in 1886 he was nominated for a judgeship in the Circuit Court. He was elected in November of that year and took his seat at the beginning of 1887. The court over which he was chosen to preside is one of



LEROY B. VALLIANT.

the highest courts of original jurisdiction in the State, and located in a great city, the character of litigation that has come before Judge Valliant has been of the highest importance, involving not only large property interests, but also questions of State and municipal government. In discharging these arduous and responsible duties, he has achieved a high reputation and exerted great influence in shaping the policy of our laws.

When his first term of six years was drawing to a close, the Democratic convention nominated

him by acclamation for re-election. The St. Louis bar, with great unanimity and regardless of politics, supported him, and at the general election in 1892, although the city of St. Louis was carried by the Republicans on both State and national tickets, Judge Valliant was re-elected by 5,000 majority. He is now serving his second term. He ranks among our most public-spirited citizens, and is always ready to respond when called upon to assist in any movement of importance or public concern.

Judge Valliant married in October, 1862, Miss Theodosia Taylor Worthington, daughter of Judge Isaac Worthington, of Washington county, Mississippi, a soldier of the war of 1812 and the son of a soldier of the Revolution. Mrs. Valliant, in the maternal line, is of the Payne and Taylor families of Kentucky. Judge and Mrs. Valliant have three talented sons, Frank W., a graduate of the School of Mines at Rolla, Missouri, and now in practice as a civil engineer; John W., recently graduated at Princeton, and is now a member of the St. Louis bar; and Leroy W., who has not yet completed his education or chosen his vocation.

BELL, LEVERETT, was born at Lewiston, New York, May 26, 1836. His parents were Jonathan and Mary Leverett (Leonard) Bell. He attended the common schools at his birth-place until he was fifteen years, when his parents moved to Detroit, Michigan, in 1851, where he went to public school for a few months.

When sixteen years old, he decided to become a civil engineer, and obtained employment with a railroad company as a "rod-man" and aided in making several railroad surveys through Michigan. In 1855 he came to Missouri and entered the services of the Missouri Pacific Railroad as assistant engineer; was sent to Rolla, this State, where he remained for a year and a half.

He then returned to Detroit and read law in the office and under the direction of Wilcox & Gray. He was admitted to the bar in the spring of 1856, and then came to St. Louis, where he was admitted to the bar the same spring and

entered on the practice at once. In 1860 he formed a partnership with Alexander Martin, which continued until 1863, when he entered the military service of the United States, and was assigned to the engineering corps. He remained in the service until the summer of 1865, and then resumed the practice of law in this city. In 1875 he formed a partnership with William B. Thompson, which continued for two years.

Mr. Bell was appointed city counselor in 1875, which office he resigned the following year. He was reappointed in 1877 and held the office continuously until the expiration of his last term in May, 1891, having been reappointed under the various city administrations during a period of fourteen years. Since retiring from the office which he filled with distinguished ability, Mr. Bell has devoted himself to the practice of his profession.

Mr. Bell married, in March, 1868, Mrs. Lena Holmes (*nee* Barnard), of Detroit, Michigan. They have three children—Margaret, Elizabeth and Florence.

SKINKER, THOMAS K., son of Thomas and Jane (Neilson) Skinker, was born in St. Louis county, June 9, 1845. He attended private school at the residence of Judge Edward Bates, and also Webster College, on the site of the present Orphan Home at Webster Grove. He then went through a six years' course at the Washington University, graduating in the class of 1863 with such prominent men as Henry W. Elliott, Jno. T. Davis, William R. Donaldson, Chester H. Krum, Jno. P. Collier and Jas. S. Waters. After leaving the university he attended the law school of Virginia and studied law under John B. Minor.

He was admitted to the bar in St. Louis September 28, 1867, and entered into partnership with William R. Donaldson, establishing the firm of Donaldson & Skinker. The firm was dissolved in 1872, and for the last twenty years Mr. Skinker has been in practice alone. He has proved a very able and successful lawyer and his record is a very interesting one. He is



now a director of the Law Library Association of St. Louis; director of the Fort Worth Light and Power Company, of Fort Worth, Texas; secretary and treasurer of the Clayton and Forest Park Railway Company; director of the Orchard Mining Company, of Joplin, Missouri, and is connected with many other enterprises. For eight years Mr. Skinker was reporter of the Supreme Court of Missouri and published the able reports of that court from volumes sixty-five to eighty.

He married in the year 1869 Miss Adela Bertha Rives, of Charlottesville, Virginia.

Mr. Skinker's legal record is a splendid one. The Supreme Court reports already referred to as having been published by him, are looked upon throughout the United States as among the most carefully compiled reports ever issued. The decisions are admirably reproduced, and the cases cited are so arranged as to make reference to them easy and pleasant.

Mr. Skinker has handled cases involving the title to large tracts of land and the ownership of immense sums of money, and his clients have been able to leave their interests entirely in his hands without a second thought as to how they would be conducted. He is conscientious as well as clever, and is as careful not to take an unfair advantage as he is to prevent an unfair advantage to be taken of him. He is one of the best read men in the State, and is able to decide off-hand intricate questions without danger of his opinions being upset in any court. He is also an exceptionally popular citizen of St. Louis. He has never been called upon in vain to assist in any public enterprise, and he is now identified with the building of a railroad to connect the county seat of St. Louis county with the city of St. Louis, an enterprise which will enhance the value of property to the extent of millions of dollars and open up for residence purposes one of the loveliest tracts of land to be found in America.

He resides in a house on what is known as "Skinker Boulevard," this being the house in which he was born. The last increase in the city's boundaries took in a portion of the house

which is now divided by the boundary line of St. Louis county, the judge sleeping in both the city and the county every night.

DILLON, JUDGE DANIEL.—Entitled to rank as one of the leaders of a brilliant and distinguished bar, who, both as advocate and expounder, has demonstrated a profound conception of the intricate and delicate bearings of the science of law, is he whose biography is here briefly given. Judge Dillon is a self-made man, and throughout life has never failed to appreciate the necessity of full dependence on self, a reliance which has unquestionably proved one of the chief factors of his success. What such industry, courage and determination have attained for him is calculated to encourage young men who aspire to success in every walk of life, but especially can his example be applied with truth and exactness to those striving for success in the law.

As a struggling youth, as a student, as a soldier, as a practicing attorney, and as a judge on the bench, he has a record without a blot. By his genial and unassuming manner, and his marked ability, he has won thousands of friends and a judicial reputation of which he may well be proud. While a man of strong convictions, no one has ever impugned Judge Dillon's absolute fairness and impartiality while on the bench. He is possessed of the "judicial mind" in a remarkable degree, and his decisions bear all the indications that every point of the case has been nicely weighed and that the decision is a fair and a just one.

Judge Daniel Dillon was born in St. Louis, September 26, 1841. Both his father and his mother, Philip and Margaret (Kelly) Dillon, were natives of Ireland. When Daniel was about four years old the father, who was a farmer, decided to settle with his family in Jefferson county, this State. Here the son was educated, attending the district school, and afterward teaching Jefferson county schools for two terms. The finishing courses of his education were obtained at the Christian Brothers' College, St. Louis, and he was just about to graduate when

the civil war broke out. He quit his books, and in August, 1862, enlisted as a private in Company A, Thirtieth Missouri Volunteer Infantry. He was among the troops at the siege of Vicksburg, served part of the time with Sherman's army, and was in many of the hard-fought battles of the Mississippi Valley. Remaining in the army until the close of the war, he was mustered out in May, 1866, with the rank of captain.

Directly after this event he returned to St. Louis with the determination to fit himself for the bar and to make this city his home. He began by reading law privately and in the office of Coonley & Madill, and on the opening of the St. Louis Law School, in the fall of 1867, he became a member of the first class, attended two terms and graduated in 1869, having been admitted to the bar in 1868. Then he formed a partnership with John W. Dryden, for law practice, which later was followed by a partnership with Peter J. Taafe. In 1870 he entered the office of Judge Madill, succeeding to a portion of the latter's practice when he was elected judge of the Circuit Court. In 1884 he yielded to the solicitation of his friends and became a candidate on the Democratic ticket for judge of the Circuit Court of St. Louis. The public's confidence in his legal capacity was shown by his overwhelming election for a term of six years. So well did he fill the requirements of that responsible office, that at the expiration of his term in 1890 he was again elected and is at present occupying the bench.

Judge Dillon was married in October, 1873, to Miss Mary Jane Fox, daughter of William and Hannah (Glennon) Fox. They have four sons and two daughters—John, Paul, William, Helen, Daniel and Marie, all bright and promising children.

KEBER, JOHN BENJAMIN, son of Michael and Eliza (Kern) Keber, was born on May 16, 1862, in St. Louis. His father is a well-known citizen of the city, and his mother is the daughter of the late John Kern, who was one of the founders and president of the St. Louis Mutual

Fire and Marine Insurance Company until his death in 1856.

Dr. Keber received an excellent education, first in the Christian Brothers' College, and then at the St. Louis University, graduating from the latter institution in June, 1880, with the degree of A.B., and the highest honors of his class. A few months later he entered the St. Louis Medical College, where he studied for three years, securing the degree of M.D. in March, 1883. His first appointment was as assistant physician to the Alexian Brothers' Hospital, which was soon followed by that of assistant editor of the *St. Louis Medical and Surgical Journal*.

Concluding to make the treatment of skin diseases his specialty, he went to Europe in 1884, with the view of studying his subject under the most favorable conditions, and spent four years under the most famous dermatologists of the Old World. He was matriculated for varying periods at the University of Strassburg, Heidelberg, Berlin, Prague, Vienna and Paris, the greatest portion of his time, however, being passed in Prague and Vienna. Availing himself to the utmost of his unusual opportunities, he became an accomplished dermatologist, and, in 1888, returned to St. Louis.

Commencing practice again, his scientific attainments soon gained for him an enviable reputation, among his confreres as well as the general public. A few weeks after his return he was appointed assistant to the chair of dermatology in the St. Louis Post-Graduate School of Medicine, resigning that position in the summer of 1890, when he was tendered the professorship of skin diseases in the Beaumont Hospital Medical College, which he accepted and now holds. Later on he was also elected to the office of secretary of the faculty. In June, 1890, Dr. Keber received the degree of A.M. from the St. Louis University. He is consulting dermatologist to the Alexian Brothers' Hospital, Missouri Pacific Railway system and St. Mary's Infirmary; a member of the St. Louis Medical and other societies, and has made for himself a place in the front rank of the profession.

NOONAN, ROBERT M., is a native St. Louisan, having been born in this city November 9, 1854. His mother, before her marriage, was Sarah Harmon, and his father was Thomas Noonan, one of St. Louis' old-time business leaders, and who for many years was the head of the large wholesale queensware and china store on Main street, opposite the old Virginia Hotel.

Mr. Noonan was educated at the St. Louis University. He graduated from that institution in 1868, being at that time only about fifteen years of age. Soon after leaving college the Missouri Pacific Railway offered him a place, which he accepted. His quickness and adaptability to the business soon made itself apparent, and he received numerous promotions at the hands of the superior officers of the corporation, and when he left the employ of the road nine years after he entered it, he was holding a responsible and lucrative office. He went next to the Bank of Commerce, where he accepted a position.

After a few years' connection with the bank he left it and entered the real estate business with his brother, Thomas S. Noonan. When the latter died, Robert assumed control of the business, and has conducted it ever since.

Mr. Noonan is very popular with all his patrons, and his affable and courteous manner has been an important factor of his success. His pecuniary success during the four years just passed has been phenomenal, as by strict attention to business and a keen business insight, he has cleared between \$75,000 and \$100,000. He

is still a young man, and considering his business acumen, he gives promise of becoming a millionaire once, twice, or three times over before he has reached the half century mark. He numbers among his clients some of the wealthiest real property holders and largest estates in St. Louis, and has a chain of corresponding agents in all the large cities of the country.

Mr. Noonan was married on March 25, 1891, to Miss Maud Henry, the daughter of William Henry of the Wm. Barr Dry Goods Company, and has one daughter.



ROBERT M. NOONAN.

WALKER, ROBERT, son of Joseph and Sarah (Thompson) Walker, was born in Monroe county, Illinois, January 31, 1865. At that time his father, Mr. Joseph Walker, was the owner of a valuable farm in Monroe county, and Robert's early days were spent on the farm. His parents, however, moved into St. Louis when he was quite young, and he had the benefit of a first-class education in private and public schools of this city.

He then took a course at the Bryant & Stratton Business College.

His first experience was in the establishment of Crawford & Company, as clerk, a position he filled to the satisfaction of his employers for a period of upwards of two years. In 1887 his father, the proprietor of the Hotel Barnum, felt the need of a working partner and assistant, and he accordingly offered Robert an interest in the business, with the position of manager. The offer was accepted, and during the last five years the active management of this popular house



has been vested in Mr. Robert Walker. The Hotel Bannum combines, to a marked degree, all the advantages of a first-class house, with moderate charges, and hundreds of drummers make it their headquarters when in the city. There is an air of home-life about the Hotel Bannum which insures the continuance of its popularity and success, and the management is so good that everything runs smoothly, as a matter of course.

Young Mr. Walker is an enthusiastic member of the Order of the Knights of Pythias.

GEHNER, AUGUST, son of Conrad and Mary (Helman) Gehner, was born in Hanover, Germany, September 18, 1846. He received the rudiments of his education in the schools of his native city, and when he was thirteen years of age his parents emigrated with him to America, settling in St. Louis. Here young August again took up his studies, attending the German Institute for two years, the close of his school term being marked by the breaking out of the civil war. Although still of the school-boy age, he was fired with enthusiasm and patriotism for his adopted country, and enlisted in Battalion L., First Missouri Artillery. During his term of enlistment he was in many hard-fought battles, among them the battles of Prairie Grove and Pea Ridge. He was a stayer, as well as a fighter, and continued in service up to the end of the war, and was finally mustered out at St. Louis.

He then began to look about for means to earn a living. He had, in his school days, shown a remarkable aptness at drawing, and a position being offered as draftsman in the surveyor-general's office, he accepted the place, and this finally led him into the present abstract business. After continuing for three years in this connection, he next accepted the position of clerk in the office of Hurk & O'Reilley, abstracters of titles. His term of service with this firm was also for three years, at the end of which time he set up an abstract office of his own. This was in 1868, and the location of the business was at Third and Pine, then the center

of the real estate district of St. Louis. As the city grew westward, Mr. Gehner moved to Pine, near Sixth, and then again to 616 Chestnut, and finally, when the Wainwright Building was completed in 1893, he fitted up elegant offices therein, establishing what are likely to be his permanent headquarters. His firm has examined and has abstracts of almost every piece of property in the city. It is considered one of the most reliable and best equipped abstract and title establishments in St. Louis, and in this respect the business partakes of the characteristics of the proprietor.

While the abstract business conducted by Mr. Gehner is one of the most important in the city, he has become best known to the financial world through his connection with the German-American Bank. A comparison shows this to be one of the most solid banks in St. Louis, and beyond question the first dividend-paying bank in the city. The stockholders all realize that this condition must be credited to the wise counsel and excellent management of the bank's president, Mr. Gehner. He is looked upon in every business circle where he is known as a financier of the wisest judgment and highest talent, and various companies and corporations have availed themselves of his advice. He is a director of the Mississippi Valley Trust Company, of the German United Fire Insurance Company, and is the treasurer of the company erecting the new \$1,000,000 hotel, besides other companies. Socially, he is prominently identified as a member with the St. Louis Club. He was married to Miss Minna Wehmiller, of St. Louis, in 1870. They have two children, a boy and a girl, named Albert and Pauline.

It may be said with truth that Mr. Gehner would be accorded a place in a list of a dozen most prominent citizens of St. Louis should any one conversant with the affairs of St. Louis attempt to compile such a list. Mr. Gehner is a man of great tenacity of purpose, and of great will-power and force of character. He is not a seeker after popularity, and does not hesitate to oppose in an outspoken manner that which he conceives to be error.



Auguste Belin





MILLER, L. CASS, son of John H. and Virginia Sommersville (Barnett) Miller, was born at Fredericksburg, Virginia, October 15, 1856, and was educated in a private school in his native State. He then went to Washington, D. C., where he attended the High Grammar School, after which he went to Europe and studied in the Government Architectural School of England. He returned from Europe in 1879 and located in New York City, where he studied and practiced in the office of Mr. Stephen D. Hatch.

After four years of work in Mr. Hatch's office he was admitted to partnership, but in the same year (1883) was attracted by the possibilities for a first-class architect in the West, and came to St. Louis. His reputation had preceded him, and he experienced no difficulty in securing remunerative and responsible commissions.

While in New York he had superintended the construction of such buildings as the Murray Hill Hotel, the Liverpool, London and Globe Building, and the Boreel Building; and his St. Louis record is even more creditable. The LaClede Building is looked upon by visitors to the city as one of the best planned buildings in the West.

The design was Mr. Miller's, and he superintended its execution with the care and precision which marks every commission he undertakes. The costly residence houses of Mr. William Bagnall and Mr. Clarence O'Fallon may be quoted examples of his fine work in private dwelling-houses, while those who have stopped

at the Gasconade Hotel, Lebanon, Missouri, will be interested to know that the building was planned by Mr. Miller, and erected under his supervision.

Mr. Miller does not follow old and tedious lines or ideas in his work, but carefully thinks out new designs, studies laboriously over the details, and succeeds every time in evolving something at once unique, economical and comprehensive.

He married Miss Katie G. Pitcher, of St. Louis, in 1883, and has two children, Virginia Gertrude and Douglas Warwick.



L. CASS MILLER.

NAPTON, CHAS. McCLUNG, was born at the country home known as Elk Hill, in Saline county, Missouri, being the son of Judge William B. and Malinda (Williams) Napton. He was educated in the High School of St. Louis, Westminster College at Fulton, Missouri, and the University of Virginia. He left the University in 1869 and returned to

Saline county. He taught school and studied law during the next two years, reading law with Col. Samuel Boyd, Judge Strother and Lewis W. Miller. He was admitted to the bar in 1871, and immediately came to St. Louis and entered on the practice of law, and has been here ever since, engaged in the general civil practice. He was assistant attorney for the St. Louis & San Francisco Railroad for four years, and in that capacity became conversant with the railroad and corporation law.

Mr. Napton is president of the Western

Economic Association, a society organized for the diffusion of useful information upon economic questions, and it was through its efforts that the census of 1890 was made to contain statistics of farm mortgages. He is unmarried.

COPP, SAMUEL, son of Samuel and Phoebe (Theall) Copp, was born in Sharon county, Connecticut, February 16, 1816. Mr. Copp, Sr., was a native of Stonington, and Mrs. Copp was born in New York City. Young Samuel was educated in the district schools at Mystic, Connecticut. At the age of fifteen he went to Syracuse, New York. Three years later, in the year 1833, he came to St. Louis, which was then a frontier town of about 6,000 inhabitants.

Mr. Copp's first work here was in the dry goods establishment of Brewster & Loomis, and he confined his attention to merchandise until the year 1843, when he engaged in the commission and chemical business. After seven years of very successful work in this line he retired and was appointed by the directors as secretary and treasurer of the Pacific Railway, when that road was being constructed, at which period Mr. Thos. Allen was the president. Not only was Mr. Copp the first secretary of the first railroad established and built west of the Mississippi, but he was also a member of the party which rode on the first trip made by a locomotive on the newly-constructed line.

Mr. Copp continued in this position until the year 1858, when he retired and established the private banking business of Allen, Copp & Nisbett. The firm was a very substantial and prosperous one, and it continued intact until 1876, when the partnership was dissolved, the members deciding to retire permanently from active commercial life. So far as Mr. Copp was concerned, the rest was of short duration, for in 1877 he was persuaded to accept the position as secretary and treasurer of the Bellefontaine Cemetery Association, which position he still holds.

He married in 1843 Miss Sarah A. Chappell, of Baltimore, Maryland. He has had six children, of whom two daughters are living, one of

them being the wife of John H. McCluney, cashier of the State Bank.

ELLERBROCK, HERMAN AUGUST, was born in Germany on August 22, 1852, his parents being Frederick and Johanna (Bilgrim) Ellerbrock. In the land where he was born, he spent his youth and early manhood, receiving his education from the splendid schools of that country. When his education was considered complete, he was apprenticed by his parents to the baker and pastry trade, and spent eight years in learning the business, thus gaining a complete knowledge of all its details thoroughly. After his apprenticeship was finished several years were spent in mastering the art of the candy-maker, and he then spent a number of years traveling through Germany, Austria and France, working at his trade in the various cities of these countries. He then came to America. Upon reaching St. Louis he accepted a position with the Blanke Bros. Candy Company, remaining with the firm for seven years. Recognizing his worth as a candy-maker, the St. Louis Candy Company made him a lucrative offer, which he accepted. In 1890 he made another change, connecting himself with the Wencker & Morris Candy Company, of which he was made the secretary. This office he still holds.

Mr. Ellerbrock married Miss Louisa Smith, of Chicago, Illinois, April 25, 1875, and they have seven children—Fred, Julius, August, Gussie, Annie, Lydia and Louisa.

BOYLE, WILBUR F., was born in Virginia, August 20, 1840. His father was Rev. Joseph Boyle, D.D., and his mother, before her marriage, was Miss Emeline Gist. His parents came to St. Louis in 1842, but his father's calling caused the family to move from place to place, so that his education was acquired at various schools, Asbury University at Greencastle, Indiana, being the last he attended.

He read law and the Hon. Edward Bates was his preceptor for a time. He was admitted to the bar January 1, 1868, in this city, and at once entered upon a successful and lucrative practice.

At the general election in November, 1876, he was elected a judge of the Circuit Court of St. Louis, for the term of six years, and discharged the grave and responsible duties of that office in a manner alike creditable to himself and satisfactory to the bar and the public. During the summer of 1882 he made known his intention to decline a second term, and an effort was made by the leading members of the bar of St. Louis to induce him to change his determination. A highly flattering and complimentary request was made upon him to accept the office for a second term. This request, which was in the form of a testimonial to his ability, fairness and uprightness as a judge, was signed by all of the most prominent members of the bar of this city, irrespective of political predilections, but feeling that the compensation of the office was inadequate to the needs of those depending on him for support, he declined the office and resumed the practice of law on the 1st day of January, 1883. From 1885 to 1892 he was the senior member of the firm of Boyle, Adams & McKeighan. This partnership was dissolved in 1892, and Judges Boyle and Adams formed the present firm of Boyle & Adams.

Judge Boyle married in 1864 Miss Fannie L. Brother. They have two children.

ARNOLD, HENRY, son of Carl Louis and Christina Arnold, was born in Germany in the year 1849. He was educated in the public schools near his home and the High School in Darmstadt, and came to this country when he was quite a boy. In the year 1866, shortly after the close of the war, Mr. Arnold settled in St. Louis and became connected with the firm of J. G. Haas & Company, which was doing business in the manufacture of soap on a small scale, having been established in 1863. In the year 1874 Mr. Arnold became interested in the firm, taking charge of the interest of his father-in-law, Mr. J. G. Haas, and the firm has since been incorporated as the J. G. Haas Soap Company, with offices at 802 Wash street and a very large factory at Bryan avenue and Main street, North St. Louis. Mr. Arnold has been a very

active member of the firm since its incorporation, and as secretary of the corporation very much of the active management has fallen upon his shoulders. He is strictly a self-made man, his capital stock, when starting in life, being nothing but a fair education and a determination to succeed by honorable means and industry. He is also a member of the Merchants' Exchange, and is connected with several public movements.

In 1874 Mr. Arnold married Miss Anna Margrethe Haas and has three children, Henry C., Timmie and Ida.

HUGHES, WILLIAM EDGAR, son of John and Eliza (Rutherford) Hughes, was born in Morgan county, Illinois, March 15, 1840. When twenty years of age he went to Texas, and after a long career in the Southern army he taught school, and finally started a law practice at Weatherford, Texas.

He resided there eight years, and then moved to Dallas, where he enjoyed a lucrative and constantly-growing practice. He had been in Dallas only a few years when he organized the City Bank of Dallas, which soon became one of the solidest financial institutions in the city. Subsequently he was made the bank president, and later, as his interests as a capitalist extended, he gradually relaxed his law practice, and in 1870 he gave it up entirely. In the same year he retired from the Dallas City Bank and moved to St. Louis, where he organized the Continental Land and Cattle Company, of which he is president. In February, 1891, he was elected president of the Union Trust Company, an office he administered with ability for two years.

Colonel Hughes represented his district for one term in the Texas Legislature as a Democrat. Outside of the Masons, he has never consented to become a member of any social or fraternal society.

In 1867 he married Miss Annie C. Peete, of Fort Worth, Texas. They have had but one child, a daughter, who is now married and resides with her husband in Dallas, Texas.



CAPEN, George D., son of William and Eliza (Dunn) Capen, was born in Brookline, Massachusetts, July 18, 1838. He was educated at the Eliot High School, Jamaica Plains, Massachusetts, but when only fourteen years of age he started out in life as a clerk in a wholesale hat store in Boston. In 1858 he decided to come west, and selected St. Louis as being the suitable place and the most promising city for a young man to whom the word "fail" had no significance, and who, even at that early age, had mapped out a career of an honorable and ambitious character. His first occupation in his new home (St. Louis), of which he subsequently became one of the leading men, was as a clerk in the hide and leather business. In 1863 he established a fire and marine insurance agency and brokerage business, and three years later he organized the Mississippi Valley Transportation Company, a corporation whose capital stock was invested in tow-boats and barges, built for the purpose of exporting bulk grain and the products of the West to Europe by river to New Orleans and thence by steamers.

While Mr. Capen was always connected with insurance interests, yet he was extremely aggressive in taking up other business projects. In 1878 he organized the St. Louis Club on Washington avenue, near Sixteenth street, and was a director and chairman of the executive committee for the first three years of the existence of this respected association of St. Louis capitalists and business men. Later on, said club moved to Twenty-ninth and Locust streets, where it is in a most flourishing and prosperous condition. In 1887 he assisted in organizing the Missouri Safe Deposit Company, and became its president. He was also the manager of the Equitable Building, a director in the Laclede Gas Light Company, one of the governing board of the St. Louis Jockey Club, and a member of the Board of Fire Commissioners. In 1888 he purchased the "Griswold Tract" and organized a syndicate which later on developed the beautiful Forest Park Terrace, Westmoreland Place and Portland Place, mentioned in the earlier part of this book. In 1889 he (with the

banking house of Whitaker & Hodgman) purchased the Lindell Street Railway Company, the result being the conversion of a small bob-tail horse-car line into one of the finest and most successfully operated electric lines in the world. The original purchase of this property required an outlay of \$1,050,000, and while Mr. Capen was president of the company, an additional expenditure of \$1,700,000 was incurred.

Mr. Capen came from an old New England family, being a direct descendant of the Lawrence family, who were the pioneers in New England in the successful starting and operating of the large woolen and cotton factories at Lowell, Lawrence and Manchester, where millions of dollars were accumulated through the sagacity and enterprise of these great men; Mr. Amos Lawrence having contributed during his life-time, for charitable purposes, upwards of \$2,000,000, leaving a large fortune at his death, while his brother, Abbott Lawrence, was appointed under the Fillmore administration minister to the Court of St. James, which position he filled with ability and distinction.

He married in 1862 Miss Frances Isabella Pond, daughter of Mr. Charles H. Pond (formerly of Massachusetts), a well-known architect and builder, who resided in St. Louis for a number of years. Mrs. Capen's mother was a Wentworth, being a descendant of Governor Wentworth, the first governor of New Hampshire; and many of the residents of this city, who have visited Rye Beach or Portsmouth, New Hampshire, will recollect the old "Wentworth Homestead." Mr. Capen was taken sick while in the midst of his successful career, and his death in the spring of this year was a distinct loss to St. Louis. He left seven children (four sons and three daughters). The two oldest sons—Samuel Davis Capen and George Henry Capen—graduated at Yale College in the classes of 1885 and 1890, respectively, after which the oldest son studied law for nearly three years at the Harvard Law School, and was admitted to the St. Louis bar in 1888, while the second son graduated at the St. Louis Law School in 1892.



*Geo. H. Lapeau*





LUDINGTON, FRANCIS H., was born in Boston, Massachusetts, September 3, 1836. He was educated in the schools of Boston. At sixteen years of age, the death of his father threw him upon the world and put a sudden stop to the university career which he had mapped out for himself. Young Mr. Ludington accepted the situation with good grace, and secured a position as clerk in a Boston grocery at a nominal salary. He did not limit his labor by this stipend, and his employers soon seeing his ability and faithfulness rapidly advanced him in their establishment.

As soon as he had saved sufficient money from his meager earnings, he entered the Philips Academy at Andover, Massachusetts, and later the Normal School at Bridgewater, Massachusetts, where he studied for three years, graduating with honors at the age of twenty-three. He taught school in Massachusetts for the next five years, during which period he continued his studies in his leisure

time, and made a number of valuable acquaintances, including Messrs. Chase Brothers, at Boston. These gentlemen saw in the young school teacher the making of a first-class business man, and when in October, 1866, Messrs. H. & L. Chase perfected their arrangements for a St. Louis branch, they sent Mr. Ludington there and placed him in charge to care for and develop the western terminus from this city. Since that period the St. Louis business has been under Mr. Ludington's management.

After a few years Mr. Ludington's talent and

hard work were appreciated by his admission into the firm, which now consists of William L. Chase and Mr. Ludington, both the Messrs. H. & L. Chase being dead.

Mr. Ludington is a director of the Third National Bank, and is connected with other very prominent institutions. He devotes a large amount of his spare time to the Second Baptist Church, of which he is a member and an active officer.

Mr. Ludington married in 1862 Miss Laura G. Willis, of Bridgewater. In 1873 Mrs. Ludington and her three children died. Mr. Ludington married a second time in 1874, Mrs. Almaria Fobes, of Campello, Massachusetts. The lady died in 1876. In the following year Mr. Ludington married Miss Hattie M. Kingman, the sister of his deceased second wife. He has one son, Elliot K., a bright, industrious young man, now an earnest student at the Manual Training School.



FRANCIS H. LUDINGTON.

SCHLEGEL, ROBERT A., was born in St. Louis, January 9, 1864. His parents, Gustave and Rosina (Aue) Schlegel, having been residents of this city for a number of years, although natives of the "Fatherland." He attended the public schools of this city and the Washington University up to 1882, when he embarked in the commission business, remaining at same up to February 1, 1887, when he accepted the position of secretary and treasurer of the Murnane Silvering & Beveling Company. He has since been actively engaged in business, and for a

number of years occupied quite a prominent position in Masonic circles, as well as being a member of the Merchants' Exchange.

Mr. Schlegel was married, October 24, 1888, to Miss Julia E. Traumpel.

HOWE, EDGAR WILLIS, the manager of the Lindell Hotel, inherited much of his genius as a hotel man from his grandfather, who was also in that line. He is descended from the old Howe family of Massachusetts, his ancestors having come from England in the seventeenth century, and is a descendant of John Howe, whose name figures conspicuously in the annals of the Old Bay State as far back as 1639.

He is the son of Joel and Elizabeth (Woods) Howe, and was born at Warner, New Hampshire, July 6, 1849. He was educated at the well-known little red school-house of Warner, and at sixteen he obtained a situation in the old City Hotel, Boston. He entered the hotel as call-boy, but soon became night clerk. Later, he accepted the position as clerk at the St. James Hotel at Chicago, was soon appointed to the position of steward, and was acting as such at the time the great fire destroyed the hotel. He then accepted a position in the Clifton House, from where he changed to the Matteson Hotel, now the Wellington; and when the Tremont was completed, he received the position of clerk.

In December, 1876, he again accepted a more responsible position as cashier of the Palmer House, and rose to be assistant manager. So well did he administer the affairs of the position that Mr. Palmer admitted him to a partnership, giving him an interest which he retained for five years. He then invested all his capital in the Lindell Hotel of this city, assumed its management and began by thoroughly reorganizing the house from cellar to garret, putting it on a first-class basis. Mr. Howe has entertained a number of illustrious guests, who made the Lindell their temporary home when visiting St. Louis; notably, President and Mrs. Cleveland, Mr. James G. Blaine and Col. Pat. Gilmore, who died within its walls.

Mr. Howe is an active Freemason. He is a

man of family, being the father of a bright boy and girl, named respectively Willis Wylie and Maybelle Florence. Mr. Howe's marriage took place at Chicago, May 20, 1874, Miss Alida E. Wells being the name of the lady who became his wife.

GLASGOW, M.D., WILLIAM CARR, was born in St. Louis in 1845, and is the son of William and Sarah Glasgow. His paternal ancestors, James Glasgow and wife, were of Scottish blood, but were reared in the north of Ireland, whence they came to America in 1740, settling in Christina, Delaware. His mother's maiden name was Lane, she being the daughter of Dr. Carr Lane and Mary Lane, *nee* Ewing.

Young Glasgow was educated in the public schools, and then spent three years as a student in the Real Gymnasium at Wiesbaden, Germany. Returning he entered Washington University. He graduated therefrom in 1865, and entered the St. Louis Medical College, where he completed his course and graduated in 1869. After a course at the Long Island Medical Hospital, he made a second trip to Europe for the purpose of finishing his medical education at the celebrated University of Vienna. Here he remained for two years, at the end of which time he returned to St. Louis, where he accepted the chair of physical diagnosis in St. Louis Medical College in 1871. In 1885 he was appointed professor of theory and practice of medicine in the same college. In 1890 he resigned the position and in the same year was appointed professor of practice of medicine and laryngology in the Missouri Medical College, and is also professor of diseases of the chest and throat.

Besides his duties as a lecturer he practices as a hospital physician. He acted as the physician of the Mullanphy Hospital from 1878 to 1890. He is at this time physician of the St. Louis Polyclinic Hospital and the Martha Parsons Hospital for Children, and is consulting physician of the City Hospital. He is a member of the American Laryngological Society, and in 1890 was elected its president. He is a member of the American Climatological Society, and also

a member of the American Medical Association, and also of the St. Louis Medical and Medico-Chirurgical societies.

Dr. Glasgow was married in 1877 to Miss Fannie Engelsie, daughter of Capt. H. C. Engelsie, of Port Gibson, Mississippi. They have five children.

DIERKES, BERNARD, son of Bernard and Mary (Bergmann) Dierkes, was born in St. Louis, May 31, 1849, in which year his father died. He was educated in the parochial schools of St. Louis, and at White's College, Brooklyn, New York. On concluding his college course he returned to St. Louis and studied law with Governor Fletcher, being admitted to the bar in 1876. He at once started to practice, and was for two years associated with Mr. Frank J. Bowman. While with Mr. Bowman he was nominated in 1878 for assistant prosecuting attorney and, being elected, served for three terms. He was re-elected for two successive terms, and finally in November, 1890, was elected prosecuting attorney.

The fact that Mr. Dierkes secured re-election thrice and was then elected to the highest position in the office with which he had been connected for twelve years, is best evidence of the exceptionally able manner in which he fulfilled his duties. Through his instrumentality an immense amount of fraud has been unearthed and the perpetrators punished, and he has long become a terror to evil-doers.

Mr. Dierkes is still quite a young man, having many years of hard work before him. His elevation to the bench will come as a matter of course, and it is certain he will be able to maintain the record he has established for himself.

Mr. Dierkes married in 1877 Annie Heeman, of St. Louis. He has four children living, Marie, Tilly, Elsa and Annie.

CALHOUN, JAMES LAWRENCE, son of James Lawrence Calhoun and Jane M. (Verdier) Calhoun, was born in Beaufort, South Carolina, January 25, 1853. He was educated in the common schools near his home, and subsequently

resided at Montgomery, Alabama, starting life for himself in 1873 in the employ of the Southern Express Company. He has been in the express business continuously since, and is now considered an expert in every branch of the business. After eight years' connection with the Southern Express Company he resigned and was appointed agent for the Adams Express Company. In 1886 he was made manager of the St. Louis business, and on February 1, 1893, became superintendent of the southwestern division of the company, with headquarters in the Rialto Building. He married Miss Effie C. Moore, of Opelika, Alabama, in 1878, and has five children.

Mr. Calhoun, Sr., died in 1887. Mrs. Calhoun was of old Huguenot stock, and her ancestors were the first settlers on the coast of South Carolina. Mr. J. L. Calhoun was very young when placed in charge of the Adams Express Company's office here, but he has amply repaid the confidence placed in him.

MEYSENBURG, THEODORE A., was born near the city of Cologne, Germany, July 28, 1840. Young Theodore received his education in the gymnasium in Essen, Prussia, which he attended until 1856, when he left school to seek his fortune in the New World, making the long journey alone from Germany to St. Louis.

His first work was as axman in the office of City Engineer Kayser, which office he retained until the war broke out. He then resigned and in May, 1861, enlisted in the Third Missouri Infantry, commanded by Colonel, afterward General, Franz Sigel. Re-enlisted in the Benton Hussars, of which he was made second lieutenant. He became subsequently major and colonel.

After the war he took up again his old work in the city engineer's department, and in 1867 he was appointed resident engineer of water-works at Bissell's Point, holding the position until 1869, when he accepted the position of general agent for the Helmbacher Forge & Rolling Mill Company. In 1872 he organized the St. Louis Bolt & Iron Works. In 1881 this



company was merged into the Tulear Iron Company, known generally as the Tulear Iron Works, and Mr. Meysenburg was elected president.

The company employs 750 men, and the value of its annual product reaches \$2,000,000.

Colonel Meysenburg married in 1879 Miss Lucretia Block, daughter of M. E. Block, of this city.

MARTIN, EDWARD, son of Claudius and Mary (Daly) Martin, was born on June 9, 1850, in Fintona parish, County Tyrone, Ireland, where his father and uncle owned freehold farms. As the oldest son, Edward was looked upon as the natural successor to the estate, and he was educated in both book learning and agriculture with that end in view. But shortly after attaining his majority he made up his mind to cast his fortunes in the New World, and in 1852, having abandoned his claim under the laws, or at least custom, of primogeniture and entail, he crossed the Atlantic. He found New York well-nigh as crowded and unsatisfactory, from the standpoint of an ambitious young man, as Ireland, and he accordingly continued his journey westward.

At that time Cincinnati occupied a metropolitan position, so far as the West and South are concerned, very similar to that now occupied by St. Louis, and it was in Ohio's leading city that young Mr. Martin decided to cast his lot. His first work was as porter in the wholesale dry goods establishment of Messrs. James and John Slevin. He proved a bright, hard-working employe, and speedily advanced in the esteem of the heads of the firm. He was promoted with considerable regularity and much rapidity, and by the year 1858 had served in well-nigh every department. The frugal habits he had acquired in Ireland stood him in good stead, and by the year named he had accumulated from his savings quite a neat little capital.

Having looked carefully over the ground, he decided to engage in the manufacture of clothing, and, although he had to commence in a small way, he soon built up a connection and earned the reputation of being among the largest

manufacturers and wholesalers in the West. Early in the sixties he found steady employment for several hundred men, and his annual sales exceeded \$500,000. He found that the bulk of his trade came from the West and South, and accordingly, in 1867, he opened a branch house in St. Louis, with a view to being better located as far as the bulk of his trade was concerned. His two brothers, Claude and John, who had followed him across the ocean, took charge of the branch house; and so rapidly did the business here increase, that in 1873 Mr. Edward Martin moved to St. Louis and established his headquarters here.

The growth of the house for the next fifteen years was even more rapid than that of the city in which its fortune was cast. Traveling salesmen covered the entire West and South, and orders came in with gratifying speed. A customer secured was easily retained, and the treatment accorded by the house was invariably good. In 1885 Mr. Edward Martin retired from active business in the clothing line, but the house is still in prosperous existence and is known as the Martin Clothing Company, with a brother of the original founder as president.

Mr. Edward Martin is now interested in breeding high grade horses in Illinois, and in stock raising in Texas. He is a large real estate owner in St. Louis, and is interested in a large number of important enterprises. He is a member of the Fair Grounds Jockey Club and of other local institutions.

Mr. Martin married in 1858 Miss Catherine Maguire, of Cincinnati, and his family consists of seven children. The eldest son, Joseph, is associated with the second son, Claudius, in an extensive sale stable business (Martin Brothers); Edward is in the employ of the Martin Clothing Company; John is also a member of the firm of Martin Brothers, and the youngest's name is William. The two daughters are Agnes and Anna, now Mrs. Dr. Robert O'Reilly.

Mr. Martin and family reside in an elegant home in the West End, and are very popular in society circles. The sons have all inherited their father's energy and integrity.



*E. M. Martin*





DRACH, CHARLES A., son of Louis and Mary (Keller) Drach, was born in Cincinnati, Ohio, in 1836. He was educated at St. Xavier's College, Cincinnati, until fifteen years of age, when, having acquired a good commercial education, he left college and was apprenticed to the Franklin Type Foundry of Cincinnati. In these early days the process of electrotyping had not been developed, and all matter was stereotyped only. It was during Mr. Drach's connection of twelve years with this firm that the improved process of reproducing cuts and type forms was brought to perfection. In 1863 Messrs. A. Zeese & Co., of Chicago, offered him a position in their house, and he worked for three and one-half years for that firm. At the close of the war he established a stereotyping and electrotyping foundry in St. Louis, associating himself with Mr. Strassburger.

The partnership of Messrs. Drach & Strassburger continued for about fifteen years, and in 1882 Mr. Drach fitted up an electrotyping establishment of his own, under the name of Charles A. Drach & Company. Three months were consumed in selecting and placing machinery, and in March, 1882, Mr. Drach opened for business one of the best equipped electrotyping and stereotyping foundries in the West. In 1891 the business was incorporated under the laws of the State as the Charles A. Drach Electrotype Company. The headquarters of the concern are in the old Globe-Democrat Building, on Fourth and Pine streets. When the *Globe-Democrat* first began to illustrate in its columns the events

of the day, this concern performed the mechanical work for the illustrations. It has one of the most extensive plants in the United States, and its facilities for good and rapid work are unexcelled. Not only does the firm receive an immense amount of business from St. Louis and the West, but it also receives orders from large advertisers and others in the East, its perfect system enabling it to turn out the best work promptly.

Mr. Drach, while giving his full attention to business has devoted considerable time to the affairs of the A. O. U. W., the Legion of Honor and the Knights of Pythias.

Mr. Drach married in 1858 Miss Amelia Huber, of Cincinnati. He has two daughters, Emma, now Mrs. Herthel, and Carrie.



CHARLES A. DRACH.

ALT, ADOLF, son of Doctor Dettmar A. and Mary (Ewald) Alt, was born in Mannheim, Baden, Germany, August 13, 1851. He was educated in the common schools and the

local Lyceum. Later on he entered the Pädagogium of Niesky, Prussia, and subsequently graduated at Karlsruhe.

In the fall of 1869 he entered the University of Heidelberg, and at the close of the Franco-German war completed his course and on March 2, 1875, passed the state examination at Heidelberg, and thus was admitted to practice.

In August, 1875, with Dr. Hermann Knapp, of New York, as his assistant, he came to America, and he was then appointed house surgeon to the New York Ophthalmic and Oral Institute,

where he remained until July, 1877, when he moved to Toronto, Canada. In November, 1880, Dr. Alt came to St. Louis. He took a prominent part in the organization of the Beaumont Hospital Medical College, in which he held the chair of ophthalmology and otology and pathological anatomy, during the first session. He is also consulting oculist for the City Hospitals, the Missouri Pacific Railway System, Alexian Brothers' Hospital and a number of other institutions. He is a member of the St. Louis Medical and Missouri State Medical Societies; of the American Ophthalmological and Otological, German Medical and Microscopical Societies; of the Academy of Science, the American Academy of Medicine, the National Association of Railway Surgeons and other societies.

The doctor married in the year 1879 Miss Helena B. Houghtling, daughter of Dr. David Houghtling, of Holley, New York. He has one son, twelve years of age, a remarkably bright and intelligent boy.

ANNAN, THOMAS B., was born in St. Louis, Missouri, December 20, 1839. He was the son of A. P. and Mary (Beatty) Annan. His education was obtained in the public schools and the High School of this city. After leaving school he became an articled student with the late Mr. Thomas Walsh, the well-known architect, until the beginning of the war.

When the war ended Mr. Annan took a position with Mr. I. Barnett, remaining with him until 1870, when he formed a partnership with Major Francis D. Lee, under the firm name of Lee & Annan. This partnership continued for six years, and was dissolved in 1876.

Since that time Mr. Annan has been in business alone. He has executed some very important commissions for designing and constructing buildings, including the present Merchants' Exchange, the Boatmen's Bank Building, and the Samuel Cupples magnificent new residence on West Pine street.

For two years Mr. Annan was the instructor of the class in architecture in Washington University. He was married in 1863 to Miss Vic-

torine Scofield, of St. Louis, daughter of Elias Scofield, of Clinton, Michigan. They have five children, Sylvester P., Fanny A. (now Mrs. Charles Robinson), J. Paul, Ruth B. and Alfred H.

ATKINSON, M.D., ROBERT CHILTON, was born at Smithfield, Virginia, October 3, 1841. His father was Archibald Atkinson, member of Congress under the administration of President Polk, and his mother's maiden name was Elizabeth P. Chilton.

He attended the Smithfield Academy at a very early age, entering the Lynchburg College and the William and Mary College later.

On the opening of the war he joined the Confederacy, and became second lieutenant in the Provisional Army of Virginia. After the war he entered first the medical department of the University of Virginia, and next the medical department of the Tulane University at New Orleans, Louisiana, where he applied himself very industriously, receiving the degree of doctor of medicine. He immediately came to St. Louis and established himself in the drug business. Then, after a course at the St. Louis Medical College, he entered into the practice of his profession. Shortly after becoming established he was appointed physician in the City Hospital, which he held up to the year 1872.

In 1889 and 1890 he attended the polyclinic schools of New York. Since then he has been identified with the Marion-Sims Medical College, and was for three years a member of the Public School Board, and chairman of the committee on teachers.

He was also for three years a member of the Board of Health, and resigned to accept a membership on the State Board of Health, of which he was elected secretary. The Doctor is a member of the St. Louis and the Mississippi Valley Medical Associations, American Medical Society and American Public Health Association.

He was married on February 23, 1875, to Miss Mary Bull, daughter of John C. Bull. They have two children, Miss Mary, attending a private school, and Master Chilton, a student in the Manual Training School.

MARSHALL, WILLIAM C., son of Thomas A. and Letitia (Miller) Marshall, was born in Vicksburg, Mississippi, November 13, 1848. After spending a few years in the public schools of Vicksburg, he attended the University of Mississippi, and subsequently the University of Virginia, graduating with honors in the law department of the latter in 1869. Even in his collegiate days Mr. Marshall gave great evidence of histrionic ability, and he was selected as orator of the Washington Society of the University of Virginia in his graduating year.

Immediately on attaining his majority, in November, 1869, he was admitted to the bar at Vicksburg, Mississippi, and two months later he came to St. Louis and was admitted to the bar here in January, 1870. He at once went into practice as an attorney, and for ten years was in partnership with Judge Shepard Barclay, the partnership of Marshall & Barclay being dissolved in 1883, on the election of the latter to the Circuit bench.

Mr. Marshall's success as a lawyer has been marked, and several of his opinions have been subjected to the severest tests with almost unvarying indorsements, and when in May, 1891, Mr. Marshall was appointed city counselor, the appointment was promptly confirmed by the Council, members of both political parties regarding the appointee as the best man it was possible to select for a position involving such grave responsibilities. Mr. Marshall has proved as great a success as a city official as in private practice, and he has succeeded not only in effecting a large number of reforms, but also in protecting the city's interests in a variety of ways greatly to its benefit.

The talented city counselor has been an active politician almost from boyhood. He took an active part in the campaign in Mississippi in the fall of 1869, and after locating here he organized the Young Men's Democratic Association, assisted in the work by Mr. James L. Carlisle, now Postmaster. Mr. Marshall was first president of the association, and filled the position for two terms, being also chairman of the executive committee. He has continued an

active member of the organization, which has proved of great service to his party in several campaigns, both municipal and national. Mr. Marshall has also been treasurer of the State Bar Association since December, 1881.

Mr. Marshall has found sufficient leisure from his numerous legal duties to take an interest in the affairs of the Legion of Honor and the Knights of Pythias, of both of which he is an active member.

He married Miss Kate M. Reading, and has two children living, Katherine Marguerite (Daisy) and Letitia Love.

DEGNAN, PATRICK H., son of Michael and Ann (Crow) Degnan, was born in Ireland in 1837. In 1847 an uncle of his deciding to locate in America, he accompanied him to this country and at once found employment as an errand-boy in the Cortlandt Hotel of New York. After working in various cities he located at Alton, Illinois, and apprenticed himself to Mr. M. W. Carroll, a harness and saddlemaker. Subsequently moving to Tipton, Missouri, which was then the terminus of the Missouri Pacific Railroad, he purchased the business of Schmit & Shackelford, which he successfully conducted for six years.

In February, 1864, he came to St. Louis, and associating himself with Messrs. P. Burns and J. F. Dunn organized the firm of Burns, Degnan & Company. In 1866 Mr. Dunn withdrew and the firm became Burns & Degnan, and about the same time Mr. Degnan went to Litchfield, Illinois, where he established a branch house for the firm and ran it very successfully for three years, when he accepted a favorable offer, sold out the branch and returned to take an active part in the management of the business already established in St. Louis. In 1881 Mr. Degnan purchased the interest of his partner, Mr. Burns, and organized the firm of Degnan & Maginnis. In 1886 the business was incorporated. Mr. Degnan has achieved success in life with very little backing and with very few opportunities. He is a Democrat, but his reputation for integrity is so high that he was appointed president



of the Mullanphy Board by Mayor Ewing, a staunch Republican, holding the position for four years, from 1882 to 1886.

Mr. Degnan was married in 1866 to Miss Theresa Mulholland, daughter of a farmer of Litchfield, Illinois. Mrs. Degnan died in 1876, leaving five children, of whom three are still living. The oldest, Olive, is now Mrs. Dr. Bartlett, of Springfield, Missouri; Joseph is now traveling for the house, and the youngest, Emmett, is now at college.

HAMMETT, BENJAMIN FRANKLIN.—Both the father and mother of Mr. Hammett were Kentuckians, and belonged to two of the best families of that State. His father was Joseph M. Hammett, and his mother's maiden name was Mary Millsap. Shortly after the marriage of the parents they emigrated to Missouri, the journey taking place in 1828, but seven years after Missouri's admission to statehood.

They settled three miles west of Huntsville, Randolph county, where Mr. Hammett purchased a farm. Benjamin F. was born February 14, 1842, and spent his boyhood on the farm, attending the common school in the winter. After his common school education was finished he entered Mt. Pleasant College, at Huntsville, from which institution he graduated with high honors in 1863. His college course was interrupted by the civil war, for, true to his education and sentiments, he espoused the cause of the South, and enlisted with General Price.

After leaving college he returned to the old farm, remaining there until 1868. On February 2d of this year he married Miss Mary S. Penny, daughter of John H. Penny, a large farmer and stock raiser. This union has resulted in the birth of three children—Guy, the only daughter, who is now the wife of James C. Davis, a prominent attorney of St. Joseph, Missouri; Ben Forrest, and Paul, who is now taking a course at the Fleet Military College at Mexico, Missouri. Both are young men of exceptional mental brightness, and have a brilliant future before them.

Shortly after his marriage Mr. Hammett

bought a large farm near that of his father, and embarked in agriculture and stock raising on his own account. In 1875 he concluded to leave and become a partner in the banking firm of J. M. Hammett & Company, at Huntsville. He acted as cashier of this bank for a number of years, and is still a director of the institution.

In 1877 Governor Phelps appointed Mr. Hammett tobacco inspector of the State, and the duties of his office called him to St. Louis. He entered into the real estate business in a small way in 1879, renting desk room in a building near where the Laclede Hotel now stands. The real estate business was then in its beginning, and Mr. Hammett was the first man to buy and subdivide acreage property. Since he first began the business he has handled over twenty different divisions, amounting to 600 or 700 acres.

In 1882 Mr. Hammett formed a partnership with John R. Christian, the attorney. In 1885 Mr. Christian retired, and in 1888 the corporation known as the Hammett-Anderson-Wade Real Estate Company was organized, with B. F. Hammett as president, and since its organization its business has continually increased and the scope of its deals constantly widened. The firm does a business of buying, subdividing, selling, leasing real property, and collecting rents.

Mr. Hammett is devoted to commercial and business interests, and has in no case dabbled in politics or sought any office, yet, recognizing his efficiency and merit, Governor Francis, in 1889, appointed him as police commissioner of St. Louis. He, however, holds a great many offices in many commercial and financial institutions. He is a director of the Mississippi Valley Trust Company; president of the Center Creek Mining Company, a company engaged in lead and zinc mining at Webb City, Missouri; is secretary and treasurer of the Laclede Land and Improvement Company, a corporation which owns 145,000 acres of land in Reynolds county, Missouri. He is a member of both the St. Louis and Mercantile clubs, and was a moving spirit in the promotion of the scheme to build the new \$2,000,000 Planters' House, being one of the heaviest stockholders in that company.



*B. F. Hammett*





BLOSSOM, HENRY M., son of Rufus and Tirzah Blossom, both members of Massachusetts families, was born in Madison, New York, in the year 1833. He was educated in the public schools of New York, and when in the year 1852 his family moved west, he secured a position as clerk on the *Polar Star*, a steamboat running on the Missouri river. This was at the time that St. Louis was known as one of the first river cities in the country, and before railroads had begun to compete for trade. Hundreds of steamers were arriving at and starting from St. Louis daily, and the levee was a scene of great bustle and activity.

The *Polar Star* was a prominent steamer, and Harry Blossom, as the young man was always called, became very popular as its clerk. After serving for eight years, first on the *Polar Star* and later on the *Hiawatha*, young Mr. Blossom secured employment in the city, the outbreak of the war having put a stop to the bulk of the river traffic. He identified himself with fire and marine insurance, soon earning the reputation of being an expert in this work. He is now the head of the firm of H. M. Blossom & Company, one of the first insurance offices in the city.

Few men have devoted more time and attention to their business than this gentleman, but he has not allowed his zeal to make him selfish and he has devoted his surplus energy to religious and social movements of importance. For twenty years he has been an elder and trustee of the First Presbyterian Church, and has been the

directing genius of the choir—an exceptionally able one—during all that time and for some years previously. He is a popular member of the St. Louis and Mercantile clubs, and was one of the original members of the Noonday Club.

Nearly forty years ago Mr. Blossom married Miss Susan Brigham, of Madison, New York, a young lady to whom he had become attached before he cast his fortunes in the West. Mr. and Mrs. Blossom have five children, three boys and two girls. The senior member of the firm of H.

M. Blossom & Company is now, at the age of sixty, in the enjoyment of vigorous health and is regarded as one of the most active and useful professional men in the city. The family resides at 2820 Pine street.



HENRY M. BLOSSOM

NILES, JOHN A., was born in Stockhausen, Hesse-Darmstadt, Germany, December 3, 1827. He received a very good common school education in the schools of his native town, after which he was apprenticed to a tailor.

Nine years later, on March 10, 1850, he embarked on the French steamer *Fides* for America. After a short stay at New Orleans he started up the river to join the large colony of his countrymen already located here. He reached St. Louis on May 5th, just fifty-six days from the time he left the European port.

He worked at his trade for two years and opened an establishment of his own in 1852, at 816 Market street. Here he remained about a year and then moved to a shop in block adjoining, where he did business until March 15, 1855,

when he moved to 814 Market street and has there remained ever since. Mr. Nies is a member of the Masonic order, in high standing, being a Master Mason and member of Irwin Lodge, No. 121, with which he has been connected since 1867. In 1852 he married Miss Eikenhorst, of this city. They have had twelve children, eight of whom, four sons and four daughters, are living. Two of the sons and two of the daughters are married.

Mr. Nies is a self-made man. Outside of his merchant tailoring shop, which is an establishment of considerable importance, Mr. Nies has money invested in real estate. He takes a deep interest in public affairs, and is devotedly attached to his adopted city.

HERTHEL, ADOLPH, the son of Nicholas and Barbara (Voltz) Herthel, was born in St. Louis, October 23, 1847. His education was obtained in the public schools, and after passing the various grades, from the primary to the High School, he became a grocer's clerk, and continued as such through 1863 and part of 1864. In 1864 he entered the German Savings Institution as collector, remaining in the employment of that institution for eight years, during which time he rose to the position of teller. At the end of that service he visited Europe, and upon his return to St. Louis he obtained the position of teller in the Union Savings Association, being advanced to the position of cashier, which he held until 1882. He then retired from that bank and remained out of business eighteen months.

He was next appointed teller in the International Bank, but after three years resigned on account of ill-health and went to Denver, Colorado. Returning to St. Louis, and upon the death of William C. Lange, president of the International Bank, he re-entered its service as cashier in February, 1886. He married in 1875 Miss Minnie Mincke, of St. Louis, daughter of George Mincke, an old and well-known citizen, and has one child, Laura.

When Mr. Herthel entered for the second time the employment of the International Bank, its financial condition was bad, but by eight

years' hard work and intelligent management, the bank has been placed on a level with the most solid institutions of the city. To Cashier Herthel great credit is due for the existing state of circumstances, and he has well earned his reputation as one of the ablest financiers of St. Louis.

LYNCH, GEORGE N., was born in St. Charles, Missouri, November 30, 1824, when St. Charles was more important and larger than St. Louis. His mother's maiden name was Catherine Saucier. In 1829 the family moved to St. Louis, in which town George was educated at the public schools and the university. He subsequently took a course of study at St. Charles College and at a private school in St. Louis.

Shortly after he came home he went to work in his father's furniture and undertaking shop, then located at the corner of Vine and St. Charles streets. He remained with his father until 1852, when he succeeded to the business, having for his partner for two years his brother, William, who was killed in the Gasconade railroad wreck in 1855.

In 1864 the business was moved from Fifth, between Olive and Locust, to 608 Olive. Another change was sought in 1879, when the business was located at 1008 Olive. In 1886 he was again compelled to seek more room at 1216 Olive, where it now remains. Besides his undertaking business Mr. Lynch is also a partner of Mr. R. R. Scott, and together they carry on a livery business at 114 Elm street, under the firm name of Scott & Lynch.

Mr. Lynch has been married twice. His first wife was Miss Anna C. McGovern, of this city, to whom he was married May 8, 1849. Six children were the fruit of this union; three of them were boys and three were girls, but only one, George M., is now living. Mrs. Lynch died in May, the same month in which she was married, in 1860. Several years after the death of his first wife Mr. Lynch married again. Miss Charlotte Fidler, of St. Louis, was the lady who became his wife. To them eleven children have been born, six girls and five boys. All are living but two boys and two girls.

FISHER, CLEVES S., whose picture is given on this page, was one of the most promising young business men of St. Louis at the time of his sudden death, which occurred on the 4th of December, 1891. He died at the age of twenty-five years, in the youth of his courageous manhood, admired by a large circle of social friends and much esteemed by the business community, among whom, young as he was, he had already attained much prominence by marked fidelity to the interests he represented, and by his farsighted and exceptionally successful investments in real property. He had acquired such prominence among the real estate fraternity, that, shortly before his death, he was classed among the most brilliant real estate operators in the city.

He was born in Mattoon, Illinois, March 19, 1866, his parents being S. J. Fisher and Alice S. Fisher, of St. Louis, his mother being a granddaughter of the celebrated jurist, Judge John Cleves Symmes, for whom the subject of this sketch was named. The young man had an admirable physique, an active brain and that generosity of heart born of a noble lineage that characterized him in all his walks of life. He received a liberal education in St. Louis, and while yet a boy he manifested such a liking for business that at the age of seventeen years he engaged with the firm of Fisher & Company, in the real estate business, and developed such comprehension and excellent tact in the application of his rare faculties in his chosen pursuit, that

upon arriving at his majority he was admitted to full partnership in the concern. It was only about a year afterwards, on the 10th of August, 1887, when Mr. Cleves S. Fisher married Miss Ida M. Francis, of Bunker Hill, Illinois. His zeal for business then became greater than ever, but his health gave way under constant close confinement and overwork, and in November, 1889, while recuperating at Hot Springs, Arkansas, he was attacked with a violent hemorrhage of the lungs. His indulgent father, being

advised of the critical condition of his son, chartered a special train and went to his relief with two eminent physicians from St. Louis.

The sufferer rallied, and during the following two years he traveled through the South and Mexico to recover from his lung troubles. He had recuperated from that difficulty almost completely and was commencing to attend to business affairs again when, on December 4, 1891, he was stricken with peri-

tonitis and died in a few days, leaving his widow with one son two years old; three weeks later a second son of the departed father was born. The remains of Mr. Cleves S. Fisher repose in Bellefontaine cemetery, in a place especially prepared, a spacious, magnificent tomb, one of the most unique and costly habitations of the dead to be seen in that vast and silent city.

DRUMMOND, JAMES T., forty-five years ago, before there was a steam locomotive in this State, lived in the western part of St. Charles



CLEVES S. FISHER.



county, Missouri, near the little village of Flint Hill. He was a mere boy at the time and lived in an unpretentious log dwelling occupied by his father and family. Mr. Drummond had his start, if such it may be called, in that vicinity, although he is exceedingly proud of the fact that he was born in St. Louis, in which city his parents, Mr. Harrison and Mrs. Elizabeth (Wilkins) Drummond resided during the thirties.

It was on November 21, 1834, that he first saw the light, and he was still an infant when the family moved into St. Charles county. As he grew into boyhood, Mr. Drummond's facilities for obtaining an education were limited to the country log school-house, and even this was open during the three winter months only. The house was constructed of logs, with a "writing bench" extending along the wall the entire length of the building, with one log cut out just above the bench, and 8x10 glass inserted as a window to give light. He had to walk from two to three miles to reach the school-house from his home, and a like distance to return. Before sunrise he was required to cut wood, water and feed the stock, and then with a piece of corn bread and a slice of bacon for his luncheon, he would start on the road—many times through rain, sleet and snow—to the school-house. He would return home late in the evening to perform similar duties. In the other months of the year he was required to plant, hoe and plow and gather corn and harvest wheat and oats, and plant and cut tobacco. This continued until he was sixteen or seventeen years of age, when he obtained employment in a small country tobacco factory in the neighborhood as a "Stemmer." For his services in this capacity he received from two to three dollars per week. He was afterwards promoted to the position of "Roller," at a salary of seventeen dollars per month.

In 1856 he taught school and continued at this profession during three sessions, taking advantage of the opportunity to complete his own education and add greatly to the little store of knowledge he had acquired in the log-cabin school-house. When twenty-four years of age he commenced traveling in the tobacco business,

his route covering the States of Missouri and Arkansas, and four years later, in 1862, he commenced in business under the firm name of Myers & Drummond. The firm continued the manufacture of plug tobacco for eleven years, and in 1873 it was reorganized as Dausman & Drummond. In 1879 the business had assumed such large proportions that it was incorporated as the Drummond Tobacco Company, Mr. Dausman retiring from the business. The company has a national reputation, employs over 900 persons and has regular customers in every State in the Union.

Mr. Drummond was energetic and wide-awake as a boy, and he has kept in the front of the procession of successful business men since he became a man. His great success as a manufacturer at Alton, Illinois, and St. Louis, Missouri, has brought to him a magnificent fortune, for which he has only to thank his indomitable energy and business forethought. He is a plain, honest, unassuming man and has never forgotten the friends of his boyhood and the witnesses of his poverty and early struggles. He employs a large number of laborers in his now extensive business, and it might be of profit to others to see with what perfect harmony capital and labor in this instance work together for the good of all. The laborer knows that he is honest and just, and he upon his part appreciates the dignity of labor and has a good word for all who earn their bread in the sweat of their faces.

Mr. Drummond married in the year 1858 Miss Rachael Tatum, of Montgomery county, Missouri, who died in 1859. He remarried in 1865 Bethia Randall, of Alton, Illinois, and in the year 1888 he was married a third time, his present wife, Josephine, being a daughter of Mrs. Eva Jane Hazard, of St. Louis, and formerly of Alton. Mr. Drummond has four children living. The oldest, Mr. Harrison, is assistant general superintendent of the Drummond Tobacco Manufacturing Company, and the other children are James, Charles and Rachael.

BARSTOW, CHARLES W., son of Captain Charles and Sarah Ann (Hudson) Barstow,



*James V. Hammond*





was born in North Pembroke, Massachusetts, February 24, 1838. He attended public schools in Boston and then took a course of tuition in a private academy in his native town, going later to Hanover, Massachusetts, where he took a commercial course. On leaving school he became connected with the extensive paint and oil house of E. & F. King & Company, of Boston. He remained with the firm for nearly eight years, when he enlisted in the Forty-fifth Massachusetts Regiment, under Colonel Charles R. Codman. His regiment was detailed for service in North Carolina, and he served for sixteen months. He took part in several battles, notably those of Kingston, White Hall and Goldsboro, all of North Carolina.

In 1864 he was mustered out, and returned to Boston, where his old employers were only too glad to reinstate him in his old position. In September, 1865, Mr. Barstow decided to go west, and, settling in St. Louis, was appointed clerk by Mr. George P. Whitelaw, for whom he worked until 1868, when he was admitted into the firm, which became known as G. P. Whitelaw & Company. In 1873 Mr. Barstow purchased his partner's interest and became sole proprietor of the establishment, which is now one of the largest in the West, handling paint, oils, chemicals, heavy drugs and naval stores. Its headquarters are at 617 North Second street, whence it does an enormous business throughout the entire West and Southwest, enjoying among other things an exceedingly lucrative

river trade on the Mississippi and Missouri.

Mr. Barstow himself is a very prominent citizen of St. Louis. He has occupied the position of first vice-president of the Merchants' Exchange, and has also been vice-president of the St. Louis Public School Board. His record on the Board of Education is a conspicuously brilliant one, and during all the trouble of the board his good common sense and business ideas have contributed largely toward the maintenance of order and the continuance of the good work

for which the board was responsible. As president of the St. Louis Paint, Oil and Drug Club he has done yeoman service for that useful trade organization.

In 1869 Mr. Barstow married Miss Ella R. Gale, daughter of Mr. Daniel Gale. He has four sons, of whom Theodore G. and Charles W., Jr., are associated with him in business. His two other sons are Daniel G. and Edward H. He has also three daughters, Rosa, Calla R. and Jessamine.



CHARLES W. BARSTOW

LIGGETT, JOHN EDMUND. In the chapter on manufactures, in the historical section of this work, stress is laid on the eminence St. Louis has attained as a tobacco center; and no man has done more to bring about this condition of affairs than Mr. John Edmund Liggett. This prominent citizen and manufacturer is a St. Louis man by birth, education and residence, and he has lived to see so many changes in the city that there is difficulty in recognizing in the metropolis of to-day the comparatively insignificant town of half a century ago.

The Liggett family is of Irish and German extraction, Mr. Joseph Liggett having been born in Londonderry. He was brought to this country about 1798, and married, in St. Louis, Miss Elizabeth Foulks, daughter of Mr. Christopher Foulks, of New Jersey, where he was engaged in the tobacco business. He removed in 1818 to the West, locating for a time in Illinois and then coming on to St. Louis, where Mr. Foulks engaged at once in the tobacco business.

The home of Mr. and Mrs. Joseph Liggett was on Main street near the Iron Mountain depot, in a house which subsequently became the Swan Tavern. Here there was born to them a son, the subject of this sketch. Young John Edmund attended the public schools and was the first pupil of Mr. D. H. Armstrong, at the first public school in St. Louis at the corner of Fourth and Spruce streets. He remained under Mr. Armstrong until sixteen years of age. He then entered the Kempler College Grammar School, the building now doing duty as the Poor House, and here he studied for two years.

His first employment was in the tobacco factory of Foulks & Shaw, the members of this firm being respectively his grandfather and step-father. He was given no advantage on account of his relationship, but started at the bottom of the ladder and climbed it, aided by nothing except his natural ability and his indomitable perseverance and energy.

In 1847 Mr. Foulks retired from active work, and Mr. Liggett, by this time a thoroughly competent man in every branch of the business, was taken into the firm, the name of which was changed to Hiram Shaw & Company. Eighteen months later Mr. Shaw sold out his interest to Mr. William Carr Lane Liggett. The firm name then became J. E. Liggett & Brother, and for five years it conducted a most profitable business in manufacturing plug tobacco. Then for eighteen years it was known as Liggett & Dausman, and later as Liggett & Myers.

The house extended its operations very rapidly, and after it had been known as Liggett & Myers for some years it was incorporated as the Liggett

& Myers Tobacco Company. The company sells goods in every State in the Union, and has about fifty men constantly on the road in its interests, the average number of employes at the factory exceeding 1,100.

The factory on Locust and St. Charles, just east of the Exposition Building, is the best equipped in the United States, having a frontage of 225 feet on St. Charles street and 125 feet on Locust street. Every floor is utilized for a specific purpose, and every little detail receives so much attention that the factory is regarded as a model. The drying house is on Pine and Nineteenth streets, and covers an area of 135 by 109 feet. Just south of it is an enormous storage house with a frontage of 338 feet, or an entire half block, on Chestnut street. So gigantic are the operations of the company, that it has a box factory of its own on Randolph street, near Jefferson avenue, occupying an area of 228 by 232, and used exclusively in manufacturing boxes for the Liggett & Myers brands of tobacco, which are popular the world over. The offices of the company are in a handsome building specially erected for the purpose on Washington avenue, just east of Thirteenth street.

For many years Mr. Liggett acted as president of this wealthy corporation, and his relations with his partners and his employes were always of the pleasantest possible character. Many a young man has been encouraged to renewed efforts by his kind advice and greetings, and in every other way Mr. Liggett has given evidence of his good-heartedness. He has been connected with a number of important local institutions, and besides being a member of the old volunteer brigade he was at one time secretary of the Washington Fire Company. He is also a director of the Commercial Bank.

Mr. Liggett married in 1851 Miss Elizabeth J. Calbreath, of Calloway county, Missouri, and has three daughters: Dolly L., now Mrs. Claude Kilpatrick, of this city; Cora B., now Mrs. John Fowler, of St. Louis; and Ella D., now Mrs. Mitchell Scott; also a son, Hiram Shaw Liggett, who was at one time secretary of the company, but who was compelled to resign owing



J. E. Suggs





to ill health, and died at San Antonio, Texas, December 25, 1892.

MALLINCKRODT, EDWARD, president of the chemical works which bear his name, and which have a reputation extending even beyond the limits of the United States, is a St. Louis man in every sense of the word, and he is one of those citizens who never tire in their efforts to advance the city's interests and to uphold its good name whenever and wherever it may happen to be assailed. He was born in this city forty-eight years ago, and is the son of Mr. Emile Mallinckrodt, a native of Prussia, who settled in this city some sixty years ago, when there were no houses in St. Louis west of Third street, and when all the business was done within a stone's throw of the river. He at once proceeded to active business and is spoken of by writers of the day as one of the first real estate dealers who operated extensively in St. Louis property.

He laid out the city of Bremen, which was looked upon as almost a distant suburb of St. Louis, and he was prominent in the construction of the bridge over Gin Grass Creek. He married Miss Ellen Luckie, a member of a very prominent family which had settled in Missouri prior to the marriage taking place. Mr. Mallinckrodt continued in active business for many years and his death, which only occurred in May, 1892, was mourned by hundreds of friends and admirers of this grand old American gentleman.

Edward Mallinckrodt was born in St. Louis, January 21, 1845. He was educated in the public school, and then, in order to acquire a thorough knowledge of chemistry in every branch, he went to Germany, and for ten years studied in the Weisbaden Chemical Laboratory, returning to this country in 1867 thoroughly equipped for the magnificent career which lay before him. Mr. Edward at once associated himself with his two brothers, Otto and Gustav N., both of whom are now deceased. The three brothers formed the firm of G. Mallinckrodt & Company, and commenced the erection of works at Second and Mallinckrodt streets.

The site was peculiarly appropriate, as a farm worked by Mr. Emile Mallinckrodt had occupied it, and the street was named after him.

The works were small compared with the colossal establishment of to-day, but they were constructed in approved fashion and equipped so as to make it possible to manufacture chemicals of every description. Great success attended the efforts of the concern, which in 1882 was incorporated as the Mallinckrodt Chemical Works, with the subject of this sketch as president and exclusive manager, which arduous and important position he has held ever since. By giving personal attention to every detail and giving the business the advantage of his excellent training and profound chemical knowledge, Mr. Mallinckrodt has succeeded in making for the company a reputation second to no chemical house in the world, and orders are constantly received not only from every distant State, but even from foreign lands.

The trade of the West and Southwest is supplied almost exclusively from the St. Louis establishment, but owing to the increasing demand from eastern and European houses, another very large plant was put in at Jersey City during the 80's. The output of this house is very large and is chiefly disposed of through the company's New York office.

The St. Louis works occupy an area of upwards of five acres, and find steady employment for about 300 persons. Chemicals of every description are manufactured and the very best grades produced which are needed for medicinal, photographic and analytical purposes. Constant improvements and additions to the works have made them uniquely complete and excellently adapted for the great business transacted in them. Their success has had a marked influence on the growth of the northern section of the city, which the Mallinckrodt family did so much to build up, and the name is generally respected and looked up to throughout the whole of North St. Louis.

Besides superintending the business of the gigantic concern Mr. Mallinckrodt acts as president of the National Ammonia Company with

headquarters at 3018 North Broadway. Mr. Mallinckrodt organized this company in 1889 with a capital stock of \$600,000 and has developed it into a very large producer of ammonia and ammonial products. He is also president of the Pacific Chemical and Ammonia Company, and also of the Colonial Ammonia and Chemical Company, all of which are engaged in the manufacture of anhydrous ammonia, carbonate of ammonia and other similar products with works located in St. Louis, New Jersey, Philadelphia, Wilmington, Delaware, Detroit, Milwaukee, Denver, San Francisco and other cities.

In addition to these positions and duties, Mr. Mallinckrodt is also director of the Union Trust Company and of the Chemical National Bank, and a member of the Merchants' Exchange, the St. Louis Club, the University Club and the Round Table. He married in June 1876, Miss Jennie Anderson, daughter of Charles R. Anderson of this city, and he has one son, Edward, Jr.

Mr. Mallinckrodt is naturally of a retiring disposition, and has not sought notoriety of any kind during his successful business career in St. Louis. That, however, does not alter the fact that he has been instrumental in aiding the industries in the northern portion of the city in a remarkable manner, and he is looked up to by an immense number of citizens as one of the best informed and careful manufacturers and commercial men in the West. He has not taken an active part in politics, but has a record for generosity and unostentatious philanthropy difficult to duplicate. He resides with his family in a handsome residence on Vandeventer place, and occupies the foremost position as a solid and substantial resident of the West End.

RIESMEYER, LOUIS THEODORE, was born September 26, 1857, at the town of Bielefeld, Germany. His father was an official at the Circuit Court, and a gentleman held in very high regard in his native land, where he died when his son was only ten years of age. Mrs. Riesmeyer, the daughter of a school teacher, died in the following year, leaving Louis Theodore an orphan at the age of eleven.

He had, during his parents' life-time, been educated at the Gymnasium of Bielefeld, and he continued his studies until the year 1872, when, an opportunity arising, he emigrated to the United States and became an apprentice to a retail druggist in St. Louis. He attended the St. Louis College of Pharmacy, where he graduated with highest honors in 1876. Later he studied medicine and graduated at the Missouri Medical College in 1883, having the honor of being first in the talented class of that year.

Immediately after graduating he recrossed the Atlantic and continued his medical studies at the Royal University of Berlin, having the benefit of the instruction of the noted surgeon, Professor E. V. Bergman, and also studying pathology under Professor Rudolph Virchow. In the year 1884 he returned to St. Louis and began to practice medicine and surgery.

In 1885 Dr. Riesmeyer was appointed first assistant to the chair of surgery at the St. Louis Post-Graduate College of Medicine, and he was also appointed lecturer on surgical pathology, retaining both positions until February, 1891, when he resigned. In August of the same year he was elected to the chair of physiology at the Beaumont Medical College. In 1892 he exchanged this chair for the chair of pathological anatomy at the same institution.

The Doctor is in practice as a physician, making a specialty of general surgery. He is admitted to be one of the most talented surgeons in the West. He is a member of several medical associations, including the St. Louis, Mississippi Valley and the Society of German Physicians of St. Louis. He is also president and an active member of the St. Louis Microscopical Society. He is chief physician to the medical department of the Alexian Brothers' Hospital; editor-in-chief of the *St. Louis Medical Review*, and has contributed many papers to various medical journals. Among these are: "Irrigation of the Stomach in Obstruction of the Bowel," which appeared in the *St. Louis Medical Review*; "Surgical Tuberculosis" and "Reports of the More Important Surgical Cases Treated at the St. Louis Post-Graduate College



and Hospital," in the *Courier of Medicine*; "Multiple Tuberculosis Following Wound Infection," read before the St. Louis Microscopical Society; "Primary Tuberculosis of Mammary Gland," "Multiple Tubercular Osteomyelitis Following Extraction of a Tooth," "Laparotomy for Parametritic Abscess," all read before the St. Louis Medical Society of German Physicians.

HUNICKE, WILLIAM G., M.D., is the son of Herman August Hunicke, who will be remembered by members of the older generation as a prominent merchant and hatter of St. Louis prior to and during the war. His mother was a daughter of Dr. John Luethy, who will also be remembered as a physician with a reputation which spread over a very large area.

William G. attended the public schools of St. Louis and also had the advantage of considerable study in Europe. When twenty years of age he entered the St. Louis Medical College, and after taking the full course of three years he obtained his degree and entered the City Hospital, where he practiced for a year.

He then crossed the Atlantic once more, in order to acquire the proficiency which a lengthy course of study in Strassburg, Vienna and Berlin promised, and when he came back to St. Louis, about ten years ago, he was welcomed by his brother physicians as a man liberally endowed with that knowledge which we know is power.

He at once commenced to practice his profession, and now has his office on Washington

avenue, with Dr. O. E. Forster, who was his friend in boyhood days and who is still more his friend now. As an oculist Dr. Hunicke is exceptionally successful, and he is consulting oculist of the Wabash Railroad, as well as of St. Vincent's Orphan Asylum, St. Mary's Hospital and the City Hospital.

In 1884 the talented young physician married Miss Adolphine Weinenger. Miss Weinenger was a resident of Vienna, Austria, being a near relative of Cardinal Archbishop Gangelbauer, of that city. Since his marriage Dr. Hunicke has contributed largely to the medical press and is a member of the Verein Deutscher Aerzte.

Dr. Hunicke has before him a career of great usefulness. He is respected highly by members of all medical schools and is rightly regarded as a coming man. His studies both at home and in Europe have given him a knowledge of medicine of the most valuable kind, and both as a physician and an author he stands in the front

rank. He is a man of exceptional popularity.

BOECKELER, ADOLPHUS, was born in Warstein, Westphalia, Germany, June 22, 1817. He was educated in the common schools and gymnasium of his own country, and came to St. Louis in 1840. He secured employment in the city as a journeyman builder, and proving an exceedingly competent and conscientious worker, he found it easy to secure and retain lucrative positions. At the end of three years he had saved enough money to start in business



DR. WILLIAM G. HUNICKE.

in a very small way, building a saw mill run by horse-power; and in the following years associating himself with Mr. Frederick Schulenburg, he established a steam saw mill. This partnership continued for no less than thirty-six years, until 1880, when Mr. Schulenburg withdrew.

About the year 1851, Messrs. Boeckeler, Hirschberg & Company opened up a planing mill, and in 1854 they built a saw mill in Stillwater, Minnesota. This mill was operated under the title of Schulenburg, Boeckeler & Company, and soon obtained a very prosperous business. The two firms with which the subject of this sketch was so prominently identified carried on their operations separately, but their relations became more and more intimate until the building of the saw mill at Stillwater led to what was practically a consolidation.

The firm of Boeckeler, Hirschberg & Company underwent several changes until it became Schulenburg & Boeckeler, and A. Boeckeler & Company succeeded to the saw mill business in St. Louis. In 1880 all these concerns were amalgamated, and a company was incorporated under the name of the Schulenburg & Boeckeler Lumber Company, with Mr. Boeckeler as president; Mr. Charles W. Behrens as secretary; Mr. L. C. Hirschberg, treasurer; and Mr. E. L. Hospes, of Stillwater, vice-president. Since the death of Mr. Behrens and Mr. L. C. Hirschberg in 1889, Mr. Boeckeler's oldest son, William Lassen, has been secretary and general manager of the company.

Thanks very largely to the never-tiring energy and well-directed enterprise of the president, the corporation has grown in importance and wealth with great rapidity, and it is now one of the largest and wealthiest lumber concerns in the West. It handles an immense quantity of lumber of every description, and its yards, which extend along the river front from North Market street to Palm street, are a scene of continual activity. It has been said that corporations have no conscience, but this company has a reputation for integrity and fair dealing which shows that the adage is sometimes at least a slander instead of a truism.

Mr. Boeckeler is a hard working, energetic man. When he came to St. Louis the city had less than 20,000 inhabitants, and was a comparatively unimportant town, and he has risen with it, pinning his entire faith to it and working his way up the ladder to influence and affluence. He has acquired both, and to-day there is no man in St. Louis who is more respected and admired than Mr. Boeckeler. He is a member of the Commercial Club and a director in the German Savings Institution, besides being a prominent man in a variety of other undertakings.

LAIDLEY, LEONIDAS H., M.D., was born September 20, 1844, in Carmichaels, Pennsylvania, a village situated in the beautiful valley of the Monongahela river. His father, Dr. Thomas H. Laidley, a medical gentleman, in his day known as an able physician and respected as a worthy citizen, reared twelve children, the subject of this sketch being the tenth child. His mother was a daughter of the Hon. Hugh Barclay, of Pennsylvania, a well-known gentleman in the halls of the Legislature of that State.

Reared in a medical atmosphere, he was early taught to revere the medical men of that day, which gave him a desire to enter the profession honored by his father and so kindly regarded by him. As early as at the age of ten years he was placed in the flourishing institution—Greene Academy—located at his native place. His education was directed with a view to entering the medical profession. He continued in school, spending his leisure moments in his father's office, until the year 1866, when he entered the Cleveland Medical College. The following year he entered the Jefferson Medical College, at Philadelphia, Pennsylvania, attending the hospitals of that medical center and enjoying the teaching of the most noted medical faculty of that day, including Professors Dunglison, Gross and Pancost, who made a history for medicine in America. Graduating from this institution in the spring of 1868, he entered into active practice with his father and brother, Dr. Jno. B. Laidley.



*A. Breckeler*





Owing to the limited field for study in that community, he went to New York, where he entered Bellevue Hospital Medical College; here he took a higher and more thorough course, and graduated with distinguished honors in that institution in 1872. He immediately returned home, and not finding a sufficiently large field for a successful and extensive practice, located in St. Louis in the spring of 1872.

Early in his career he showed a decided love for the humanitarian side of his profession, organizing, in company with a few others, the "Young Men's Christian Association," to which he gave especial attention to the sick applying for aid to that institution. His work grew in such proportions that a free dispensary was organized, which was the nucleus of the Protestant Hospital Association, giving to this city one of the most prominent institutions of its kind. As a teacher of medicine he was early engaged; he was called to fill the chair of anatomy and chemistry in the Western Dental College of this city. He continued in this position until two years later, when he was called to the chair of surgical diseases of women at the organization of the College of Physicians and Surgeons of St. Louis. After five years of successful work, he resigned with eight of his colleagues. Having attained a reputation as teacher, he was again called to the chair of surgical diseases of women in the Beaumont Hospital Medical College on its organization, which position he still holds. As a writer he has confined his work to the reports of his cases, which have been large in number, especially in the field of surgery, to which branch the doctor has given his untiring attention. He has been identified with the profession as a member of the American Medical Association, Medical Societies of Pennsylvania and Missouri, American Association of Gynecologists and Obstetricians, the St. Louis Medical Society, in which he has held offices at various times.

In 1883 he went as a delegate to the British Medical Association held at Liverpool while he was visiting the hospitals at Edinburgh, London and Paris. He now holds the position of

professor of surgical diseases of women at the Beaumont Hospital Medical College, surgeon to the Protestant Hospital, and consultant to the Female Hospital of this city.

He married Miss Elizabeth Latta, daughter of William Latta, Esq., of Lancaster, Ohio, in the year 1880, from which union they have two bright children.

LUTZ, FRANK JOSEPH, M.D., son of John T. and Rosina (Muller) Lutz, was born in the city of St. Louis, May 24, 1855. From a very early age he displayed a natural disposition for study, and applied himself most studiously. At the age of fourteen he went to Europe and laid the foundation for his classical education in a Prussian gymnasium remaining until 1872. He conceived the idea that home would be more preferable than abroad, so returned to his native city.

He immediately entered the St. Louis University and by close and constant study graduated with distinguished honors in 1874, securing for himself the degree of A.B. This tended to inspire him with a desire and ambition to become a professional man, so he sought instruction in the St. Louis Medical College and graduated with the degree of M.D. in 1876. The Doctor launched out into the field of medicine well equipped for a magnificent struggle to gain the front ranks of his chosen profession. Having well merited the confidence and esteem of the medical fraternity, he now figures most prominently in their midst as chief surgeon of Alexian Brothers' Hospital; also professor of surgical pathology and clinical surgery in Beaumont Hospital Medical College. The Doctor was president of the Missouri State Medical Society in 1888 and 1889; president of the St. Louis Medical Society in 1890 and is now surgeon of the St. Louis and San Francisco Railroad and consulting surgeon to the St. Louis City and Female Hospitals.

In every-day life the Doctor is social and agreeable, easily approached and friendly and genial in his intercourse with his fellow-men. Through persistent and untiring energy the

Doctor has gained the front ranks of his profession, and as a surgeon stands pre-eminently in the foreground. He is the recipient of the respect and esteem of all who know him.

The Doctor was married in June, 1881, to Miss May Silver, a lady of rare accomplishments, and one who is all a wife should be.

AAL, ALBERT ALFRED, who is at the head of the Parisian Cloak Company, and one of St. Louis' most substantial citizens, first set his foot on American soil on the day President Lincoln was assassinated, and since that time the record of his success had been unbroken. London, England, was the place of his birth and 1852 the year. He is the son of Bernard and Flora Aal, the latter being a daughter of David Delaro, the eminent linguist and the thorough master of more than a dozen languages, who was for many years one of the faculty of Manchester University. In 1862 the parents emigrated to America, but Albert was left in England in the care of relatives in order that he might complete his education. At the town of Gravesend, a town located at the mouth of the Thames, the lad spent the latter days of his school life and here he graduated and immediately thereafter sailed to join his parents in America.

For some time after his arrival in this country, Mr. Aal was connected with several amusement enterprises, which caused him to visit Europe on business. After his return to America he located at Chicago and went into the cloak manufacturing business, a line of business which, as it was practically unknown in the West at that time, Mr. Aal must be considered a pioneer. The demand for cloaks at that time was not heavy, as only two styles were worn, and it would perhaps be interesting to all ladies to know that many of the styles which now supply the demand are due to the ingenuity and originality of Mr. Aal.

After a year or two he became connected with the firm of Siegel Bros., of Chicago, a company that at present is represented by houses in fifteen cities of the United States. He was located here until 1885, when the firm, recognizing his

absolute reliability, selected him to come to St. Louis to establish a branch house. The venture was a daring one, as no experimental evidence existed that a house dealing exclusively in cloaks would pay, but the astute manager estimated the conditions exactly, and such was the ability of his management that from the first year's business the returns amounted to \$190,000.

Mr. Aal's sagacity and discernment were also shown in the matter of the location of the Parisian Cloak Company. Tempting offers were made to induce him to locate on Fourth street, then the leading thoroughfare of the city, but he foresaw the movement of business westward, and located on the north-east corner of Washington avenue and Broadway, a better location than which does not exist for the business. The increase of the business has been steady and phenomenal, until to-day it is the largest and most important house of the kind in the world. From the \$190,000 of the first year, Mr. Aal had increased the trade to the volume of \$425,000 in 1891. Again and again have the growing demands of the trade compelled the enlargement of the premises, and the Parisian Cloak Company now occupies more floor space than any other cloak company in the world.

Mr. Aal has demonstrated his right to a position among the leading business men of the West, and as he is still in the prime of life, his expectations are great. Being a man of great determination, of uncommon industry and talent, his success in life is considered most natural by all who know him well. He is a public-spirited citizen as well as a successful business man, and is always willing to lend his aid to any scheme having for its purpose the advancement of the city's interest.

In politics he is a Democrat, and was for some time a member of the well-known Iroquois Club of Chicago. He is a Mason of high degree, is a member of the Royal Arcanum, of the National Union, of the Owl's Club, and is connected with five clubs of a private nature, besides.

He married Miss Frankenstein, of Chicago, in 1880. They have four children: Joseph,



Ralph, Bernard and Jennie. The family lives part of the time in St. Louis and part of the time in Chicago, in both of which cities Mr. Aal owns elegant residences. Both in St. Louis and Chicago, Mr. Aal and family have a large circle of friends and are deservedly popular among society leaders.

FORSTER, O. E., M.D., one of the leading physicians of the city, was born September 21, 1859, and is hence a much younger man than his high standing in the medical world would appear to indicate. His father, Marquard Forster, was born in Bavaria, but came to America and settled in St. Louis some thirteen years before the birth of his justly popular son. Mr. Forster, Sr., identified himself with the brewery interest soon after his arrival in St. Louis, and has, for many years, been looked upon as one of the prominent brewers of a city in which the brewing of beer has been reduced to a science.

Dr. Forster's mother was a lady of Switzerland, having been brought to this country by her parents when she was only nine years of age.

Dr. Forster's early education was acquired in the public schools, and choosing medicine as his profession he attended the St. Louis Medical College, taking a three years' course and graduating in 1881. He then had a better medical training than a large number of practitioners, but recognizing the need of further experience, he continued his studies in Europe, taking a five years' course in the uni-

versities of Strassburg and Bonn (Germany), and Vienna, Austria. During these five years he gave his special attention to diseases of the throat, nose and ear, and on his return to this city in 1887 he became assistant throat, nose and ear physician in the Missouri Medical College, retaining the position until 1890.

In addition to a very extensive practice as a specialist in the diseases mentioned, Dr. Forster had made himself quite a reputation by his very able contributions to the press on such difficult

topics as "Polypus of the Nose," the "Treatment of Tuberculosis" and the "Bona Fide Advantages and Reverse of Dr. Koch's World-renowned Lymph."

Dr. Forster is entirely wedded to his profession, and has not allowed himself to be drawn on one side by the alluring influences of politics; hence it was because of his sterling ability as a physician that he was appointed a member of the City Board of Health in April, 1893. He has devoted to the duties of the office very



DR. O. E. FORSTER.

thoughtful care, and his advice has on several occasions proved valuable in the extreme.

BOYD, TRESTEN BROWN, son of David M. and Elizabeth (Brown) Boyd, was born in Indianapolis, on Christmas day, 1854. His father was one of the early settlers of Indiana, having come to the capital of that State on horseback. He had established a cabinet-making business in Indianapolis, and subsequently conducted a furniture establishment there. He is still living at the age of eighty-three years.

Young Mr. Boyd received a preparatory school education in his native town, and when fifteen years of age he left school and started out to make a name and fortune for himself. He secured a position as railroad clerk in the freight department of the old Bee Line, remaining in a clerical capacity for two years. In 1871, when only seventeen years of age, he was appointed cashier of the road at headquarters in Indianapolis, being one of the youngest men ever holding a position of such responsibility and trust. In 1879 he resigned his position and came to St. Louis, with the intention of becoming interested in the furnishing goods house of Wilson Brothers on Fourth street.

In the following year he purchased a half interest in the business, the name of the firm being changed to Wilson Brothers & Boyd. Two years subsequently he purchased the remaining moiety and became the head of the firm of T. B. Boyd & Company, which is now recognized as one of the finest and highest class gentlemen's furnishing establishments in the West. For six years Mr. Boyd carried on an exceedingly successful and prosperous business on Fourth street, during which time the Boyd shirt in particular attained a reputation in a number of States, and mail orders are still received for them every day. Mr. Boyd was one of the most enthusiastic supporters of the Exposition in its early days, and he made one exhibit in the year 1886 which probably attracted more attention than anything attempted before or since. He had a room fitted up in the highest style of effeminate luxury and had an "old bachelor" sitting in an easy-chair in the gaze of thousands who visited the Exposition. By the clever alternation of a live man and a wax figure, which resembled each other closely, the interest in the exhibit was maintained throughout the entire Exposition, and many hundred pairs of gloves changed hands over bets as to whether the "old bachelor" was a live man or not. Mr. Boyd has been a director in the Exposition and Music Hall Association for six years, and is now its president.

Shortly after "old bachelor" success, Mr.

Boyd found it necessary to move to more commodious and modern quarters, and he accordingly secured the magnificent premises on Olive street in the Commercial Building which he now occupies, and where he has more than doubled his annual business. This is a remarkable compliment to the firm's reputation, and another one which is still more significant is the manner in which St. Louisans who have moved elsewhere will remember the establishment and send in their orders from their new homes. The retail business transacted since the opening of the present handsome store on Olive street is surprising, and Mr. Boyd is one of the few men who does not find it necessary to talk "hard times." Mr. Boyd's exceptional activity and the high respect entertained for him by people of all classes combine to ensure success of the most gratifying and continuous character.

While building up his establishment, Mr. Boyd has supported every enterprise brought before his notice having for its object the improvement of St. Louis and the betterment of its population. He was one of the charter members of the Mercantile Club, in which organization he is a director. He is a member of the Legion and Knights of Honor, and a hard worker in connection with the Union M. E. Church. He is highly respected both in and out of the city, and is of an exceptionally kindly and generous disposition.

He married in 1876 Miss Emily Tousey, of Indianapolis, a daughter of Oliver Tousey, a prominent merchant of that city. He has two sons, David Milton, Jr., and Ingram Fletcher, both of whom are now studying at the Smith Academy.

GAYLORD, SAMUEL AUGUSTIN, son of Erastus and Sarah (Messenger) Gaylord, was born in Pittsfield, New York, March 29, 1832. He is of New England descent on both sides, his father being a native of New York and his mother of Connecticut. He was educated in the public schools, and recognizing that nothing would more surely help him in the battle



*J. D. Gay*





of life which faced him than a thorough business training, he studied with unusual diligence, and at the age of seventeen was well informed and qualified to engage in either commercial or professional pursuits.

At this period in his life he very wisely decided to come west, and in 1849 he located in St. Louis, securing a position in the then important banking house of George E. H. Gray & Company. He remained with the firm for three years, and in 1852 secured a more lucrative position in the Boatmen's Savings Bank. His invariable courtesy, attention to business and general ability attracted the attention of the management, and as teller of the bank he made quite a brilliant record.

After ten years' connection with the Boatmen's Bank Mr. Gaylord resigned, and with his father established the brokerage house of Erastus Gaylord & Son. After the death of Mr. Gaylord, Sr., the firm became Gaylord & Levenworth, and after Mr. Levenworth's retirement, Mr. John H. Blessing was taken into the firm, under the style of Gaylord & Blessing. This is one of the leading brokerage houses in the West, and does an immense business in stocks and bonds of all kinds, except only those of the wild-cat order.

During his forty-four years of residence in this city Mr. Gaylord has made an unique record as a man of sound intelligence and sterling integrity. His judgment has protected his clients again and again, and very large sums of money are placed in his hands from time to time for investment. He has made a study of financial and market conditions and has reduced the usual process of guessing to a science. His partner, Mr. Blessing, has been connected with the house since 1869, and has been a partner since 1881.

Mr. Gaylord has not taken an active part in politics, though his advice has been frequently sought by the city's financiers. He married in 1866 Miss Frances A. Otis, of Batavia, New York, who died in 1876, leaving two children, one of whom is now connected with the firm. His second wife was Miss Clara P. Billon, of St. Louis.

GIBSON, CHARLES ELDON, a promising young lawyer, who has inherited many of the gifts of his distinguished father, is the subject of this brief sketch, who was born in St. Louis October 29, 1860. His father is the Hon. Charles Gibson, patriot, scholar, orator, eminent lawyer, statesman and patron of literature, whose distinguished merit has been rewarded by a high title of nobility conferred by a European monarch.

Through his father the young man is descended from the Gibsons of Virginia, a name that has been conspicuous throughout the entire history of the Old Dominion. Through his mother, who was Virginia Gamble, daughter of Archibald Gamble, he is related to the old and prominent St. Louis family of that name.

Young Charles E. was educated in the St. Louis public schools, finishing at the High School, from which he graduated with honors. He had long before this elected to follow the law as a calling, and on leaving school began to study in his father's office. Under such an excellent preceptor he finished his course and was duly admitted to the bar in June, 1880.

He became associated with his father and at once demonstrated his adaptability to the calling by the assistance he was able to render the former. This arrangement continued up to 1889, when, through the admission of Judge Bond into the firm, its style became Gibson, Bond & Gibson. In 1892 Judge Bond was re-elected to the bench of the Court of Appeals, and the firm again became Gibson & Gibson, as which it is known to-day.

In politics Mr. Gibson is a Democrat. He is unmarried.

COLLINS, MONROE R., JR., is a man whose name is familiar to most St. Louisans. He was born and reared in this city, and his family is a conspicuous one, he being the grand-nephew of Jesse and Peter Lindell, and one of the principal heirs of the vast estate of that wealthy family. Especially is Mr. Collins well known in real estate circles, not only on account of the wide extent of his deals in that line, but also

because of the rare business energy and ability he has brought to bear on the business.

He was born February 8, 1851, and received the finishing courses of his education at Washington University. On leaving school he entered on a mercantile career, beginning as a clerk in the wholesale grocery house of J. D. Wells & Company. In 1879 he entered into a partnership with Delos R. Haynes, and together they embarked in the real estate business. This arrangement continued up to 1884, when the partnership was dissolved and he organized the firm of which he is the present head.

He does a regular real estate business, rents, buys, sells, collects, acts as agent for investors, etc., and the history of his transactions have been marked by the large number of important transfers he has closed and the number of big foreign investors he represents here. Remarkably sound judgment has characterized all his moves in the real estate field, and to this is doubtless due his conspicuous success. Mr. Collins was induced by his friends several years ago to become a candidate for the House of Delegates. He was elected, and during his incumbency made a most efficient and able public servant, acting as chairman of the ways and means committee and as speaker pro tem.

Mr. Collins is a young man, and from what he has already accomplished gives great promise of rising to a high position in the commercial world.

CUMMINGS, JOHN CAMPBELL, A.M., M.D., son of Robert E. Cummings and Mary Campbell Cummings, was born in Washington county, Virginia, July 6, 1827. He was educated at private schools and at East Tennessee University, where he graduated with credit in 1848. He then studied medicine with Dr. James Paxton in Knoxville, Tennessee, and also had the advantage of instruction from Dr. G. B. Wood. He graduated in 1851 and went to New Orleans. Ten years later he joined the Louisiana troops at Yorktown under General M. Magruder. He served faithfully throughout the war as an army surgeon, witnessing much

bloodshed and alleviating an immense amount of suffering.

The war over he returned to New Orleans and in 1868 volunteered his services during the epidemic of yellow fever. While attending the victims of this scourge he became convinced of the correctness of the homœopathic theory, of which school of medicine he has since been a leading exponent. In 1877 he was elected professor of clinical medicine at the Missouri Homœopathic College.

He was the first to suggest a homœopathic hospital for children in St. Louis, and was one of the four first visiting physicians of the hospital. He is now professor of the St. Louis Children's Hospital, president of the St. Louis Homœopathic Society, and a member of the Western Academy and State Institute of Homœopathy. On May 2, 1867, about eight years before his removal to St. Louis, Dr. Cummings married Mrs. V. A. Logan, daughter of Judge J. R. Nicholson, of Mississippi.

BRIGHT, WILLIAM, son of Samuel and Mary (Farmington) Bright, was born in Cheshire, England, in the year 1830. His parents were not in affluent circumstances, and he attended school very irregularly until he was twelve years of age. In April, 1844, he left England altogether and accompanied his uncle to America. The new-comers located in St. Louis, which at this period, seventeen years before the war, was a river town just coming into prominence, but with a comparatively small traffic, even on the Mississippi.

Young William's early career here was beset with trouble. His uncle died in 1845, leaving him, at the age of fifteen, entirely alone and among comparative strangers, with very little money. He was not discouraged, however, but hunted up work, and in October, 1845, secured a position as errand-boy in the type foundry of Mr. A. P. Ladew. Very little type at that time was made in this section of the country, the bulk of the manufacturing being in Philadelphia and the East. Mr. Ladew's foundry was the first in the West, having been started here in 1840.



The new errand-boy became popular with his employers, and soon rose both in their esteem and in the grade of work he was called upon to perform. He was promoted from position to position, and filled each with a painstaking care which commended itself to all with whom he came in contact. In the year 1861 it was decided to incorporate the company as the St. Louis Type Foundry, and Mr. Bright, who was then in the office doing clerical work, was elected secretary. He retained this position for twenty-five years, and in 1886, on the reincorporation of the business, he was elected president, a position he still holds.

The company is now one of the largest in the country. It does a very large business in St. Louis and throughout the entire West and South, its specialty being the manufacture of labor-saving type, paper cutters and Mustang mailer. It has equipped hundreds of newspaper offices in the towns which have sprung up in the West during the last quarter of a century, and its liberal treatment is proverbial in the newspaper fraternity. It also carries a very large line of type, printing and printers' machinery for jobbing houses, and is relied upon in an emergency by many of the large houses west of the Mississippi river, as well as a very large number east of that dividing line.

For over thirty years it carried on a large business in paper and paper supplies, it having been the oldest paper warehouse in the Mississippi Valley; but the rapid increase of its type and press business compelled it, a short time ago, to relinquish this branch, the good-will of which was sold to one of the large paper houses in St. Louis. The capital of the company is \$120,000.00, and under Mr. Bright's energetic management it is increasing its business every month. It has a special reputation for carrying complete lines of novelties and new ideas in type and sundries, and it is second to none in its enterprise in this regard.

Mr. Bright's career has been a remarkable one. The expression, "a self-made man," scarcely covers his career. He has been connected with the same house for nearly fifty years, and hav-

ing started in on a salary barely sufficient to provide him with food and lodging, he is now at the head of the undertaking, a respected and prosperous man. His steady rise has been in a great measure due to his own individual character, and he is regarded to-day as one of the most honorable men to be found in business of any description.

Mr. Bright's success has involved a great deal more than the accumulation of personal wealth. No man has done more than he has to bring the type-foundry business to the front in the West, and his influence has been felt over a very large field. Not only has he built up a highly prosperous business, but he has formed connections running over a vast area, many of the points to which he ships being on the other side of what have long been regarded as type-foundry centers. The shipping trade, both by express and freight, has assumed proportions of great magnitude, and he has popularized St. Louis as a printers' supply point to an extent not always recognized. His relations with his customers in distant States have been of the most pleasant character.

He was last married in the year 1878 to Mrs. Cornelia A. Gleason, and has five children. He resides in a semi-suburban home on Forest Park boulevard, near Newstead avenue, and at the age of sixty-four is in the enjoyment of vigorous health and energy.

CRAWFORD, HUGH A.—Few men in the West have more important or more diversified business interests, and few men sustain the weight of heavier commercial cares or administer their details with a wiser or more decisive ability than Mr. Hugh A. Crawford, who came to St. Louis in 1874 from Pennsylvania, which he hails as his native State. He was born in Newcastle, in January, 1844. His mother's maiden name was Mary R. List. She was a superior woman, and his father was Alexander L. Crawford, whose history is the history of the iron industry of the great iron producing States of Pennsylvania, Wisconsin, Ohio, Tennessee, Michigan and Indiana.

He was a poor boy and had to make his own way in the world, but the qualities of success were born with him. As his life afterwards proved, he was a remarkable man in many respects, and all who knew him were impressed with his wonderful energy and dash. Although he seldom erred in business he was venturesome even to the point of rashness, and it is stated on good authority that he bought the first iron rolling mill he ever saw, ran it himself and made out of it the first year enough money to pay for it in full.

While living in Newcastle, Mr. A. L. Crawford built the *Ætna* Iron Works and *Ætna* Blast Furnaces, and owned largely in the Crawford Iron and Steel Works; owned blast furnaces at New Wilmington, Pennsylvania; Lowell, Ohio; Terre Haute, Indiana; and was largely interested in iron and coal mining in Pennsylvania, Ohio, Indiana, Missouri and Tennessee. He was also one of the organizers of the Pittsburgh & Ashtabula Railroad and the Newcastle & Beaver Valley Railroad, and built and owned the Nashville & Knoxville Railroad at the time of his death at his home in Newcastle, April 1, 1890.

He was even then, although in his seventy-sixth year, actively engaged in the management of many vast enterprises, and right up to the close of his career he was a conspicuous and striking example of that great factor of American life, the self-made man. He amassed a great fortune, but it was by his own legitimate effort, and it was used in the employment of labor and developing and benefiting the country. He was a man of rugged honesty, and many traits of his character were made forcibly apparent, as was to be expected in a man who built the fabric of such a magnificent success and impressed himself so deeply on the commercial and manufacturing history of his time.

Hugh A. Crawford was educated in the public schools until he was seventeen years old, when he took a position as weighing clerk in one of his father's mills at Newcastle. At the end of a year he was promoted to the position of a shipping clerk, which last named position he also

held one year and then quit the mill to take a course at Iron City Commercial College, at Pittsburgh, Pennsylvania. When he finally left college he took charge of a coal mine, in which he held an interest, in Mercer county, Pennsylvania, a place he held for nine years, or until 1874, in which year he came to St. Louis to take the management of the Missouri Iron Company, and act as vice-president and purchasing agent of the St. Louis, Salem & Little Rock Railroad. In 1883 he was made president of the Missouri Iron Company, and about the same time he was elected president of the Sligo Furnace Company, which had been organized in 1880. The St. Louis, Salem & Little Rock Railroad was organized in 1871, and as such operated until 1886, when it was sold to the St. Louis & San Francisco, Mr. Crawford being connected with the road up to that time. Both the Missouri Iron Company and the Sligo Furnace Company, under Mr. Crawford's management, have been brought to a most successful and prosperous condition. Both are located in Dent county, Missouri, and the former is engaged in the mining of iron ore and is capitalized for \$300,000; capacity of the Sligo Furnace is 17,000 tons of pig iron each year, and it is operated by a capital of \$100,000.

Mr. Crawford's business interests are very diversified and far-reaching. He is president of the Champion Land & Lumber Company, of St. Louis, operating in Missouri land and lumber; he is vice-president of the Nashville & Knoxville Railroad of Tennessee; he is the first vice-president of the Continental National Bank, and has been a director since 1879, when it was a State bank located on Third street. In 1889 it was made a national bank, and since then it has been moved from Third to Fourth and Olive, and its capital increased from \$100,000 to \$2,000,000. He is director of the Vigo Iron Company, of Indiana, with a capital stock of \$50,000; a director of the Wabash Iron Company, of Terre Haute, Indiana, capital, \$80,000; Gadsden Iron Company, of Alabama, capital, \$125,000; Crawford Coal Company, of Indiana, and of the Union Trust Company, of St. Louis; and presi-



*Yours truly*  
*H. A. Crawford*





dent of Crawford Coal & Iron Company, of Tennessee, capital, \$1,000,000.

In character Mr. Crawford is positive, decisive and energetic.

Mrs. Crawford was Miss Judith H. Evans, of this city, to whom he was married in 1878, and who for her many virtues retains the high esteem of a wide circle of friends.

FUNKHOUSER, ROBERT MONROE, M.D., son of Robert M. and Sarah Johnson Funkhouser, was born in St. Louis, December 10, 1850, his father being at that time a prominent merchant. Young Robert was educated at private schools in this city, and then entered the University of Virginia, where he graduated.

He pursued his studies at Dartmouth College, Hanover, New Hampshire, where he graduated in 1871, taking the degrees of Master of Arts and Bachelor of Arts. After this he entered Columbia Law School, of New York City, studying both law and medicine and graduating in 1873 as Bachelor of Laws.

He again graduated in 1874 from the medical department of the University of New York, and adopting medicine as his profession, practiced for one year in the hospitals of the great metropolis. In 1875 he returned to St. Louis and served for three years as assistant demonstrator of the Missouri Medical College.

In 1876 Dr. Funkhouser took an active part in the founding of the Beaumont Medical College, holding the chair of clinical surgery until

1891. Among his present engagements the Doctor is consulting physician to the City and Female Hospitals, is surgeon to the South Side Dispensary, and is also a prominent member of the American Medical Association, State Medical Association, St. Louis Medical Association, and Medico-Chirurgical Society.

The Doctor was married in September, 1882, to Miss Cantrell, of Virginia, by whom he had one child. He married a second time, in September, 1891, Miss Goodding, also of Virginia.

He is a prominent Mason, and a member of the Legion of Honor, and stands very high in the estimation of the general public. He is still in the prime of life, and is every year establishing himself more thoroughly as one of the leading physicians of the West.



DR. R. M. FUNKHOUSER.

KINEALY, MICHAEL, the son of James and Margaret (McGauren) Kinealy, was born in Cavan, Province of Ulster, Ireland, September 7, 1835. He was educated in the

"old school," taking the preparatory courses of private schools and at Kilmore Academy, and finishing at Queen's University, now Royal University, graduating in 1855 as a civil engineer. After this he worked a short time at his profession, or until he was elected assistant of the Civil Engineering Institute of Ireland.

Feeling a desire to try his strength in a wider field, he left the institute and went to England, where he was employed in the office of a designer of iron ships. His next move was to Canada, which he reached in 1857, and soon secured

employment in the engineer's office of the Grand Trunk Railway, but in the same year went to Chicago, then to Wisconsin, and in 1859 came to St. Louis.

Here his abilities soon met with recognition in an appointment to the professorship of mathematics and chemistry in the Christian Brothers' College, a place he held until he entered the Federal army in 1863. At the close of the war he began the study of law, and since his admission has practiced that profession most successfully.

In 1861 Mr. Kinealy was married to Sarah J., daughter of Ralph Briscoe, of Ralls county. Of this union five children have been born.

NOLKER, WILLIAM F., son of John F. and Anna Maria (Bergman) Nolker, was born at Osnabruck, Hanover, December 6, 1840. He was educated at private and public schools in Europe, and at the age of sixteen came to this country, landing at Baltimore in the year 1857, and remaining a few weeks with relatives in that city. His first employment was in the Western Hotel, Cincinnati, which was then under the management of his brother, and he subsequently worked for two years as general utility man in the St. Charles Restaurant. His next work was as street railroad conductor, and after a year of this employment he was appointed messenger at the bank of Fallis, Young & Company, now the Merchants' National Bank.

He was paid \$200 for his first year's work, and when he left the bank in 1863 he was earning but three times that stipend. He next became cashier in the wholesale hardware store of E. G. Leonard & Company, and while on the pay-roll of this company he served for three months in the One Hundred and Thirty-seventh Ohio Infantry Volunteers. Mr. Nolker remained with Leonard & Company until 1865, when he entered the employ of William H. Shoenberger, of Cincinnati, who established the Vulcan Manufacturing Company, of which Mr. Nolker was appointed general manager. In 1867 Mr. Shoenberger retired and Mr. Nolker continued the business alone until the year 1873.

He showed great tact and enterprise while in charge of this establishment, and he handled a number of patents very successfully. He even went so far as to change the scope of the manufacture, dropping bolts, rivets and spikes, and turned his attention to light machinery.

In 1873 Mr. Nolker sold out and at once moved to St. Louis, in which city he has since become a leading capitalist and business man. Soon after locating here he married, and spent six months in Europe with his bride. Returning he purchased an interest in the brewery of Brinckwirth & Griesedieck, the firm name being changed to Brinckwirth, Griesedieck & Nolker. In 1878 Mrs. Brinckwirth retired, and her interest was assumed by her son. In June of the following year, Mr. Frank Griesedieck died, and the firm was reorganized under the name of Brinckwirth & Nolker.

In 1882 the concern was incorporated under the laws of the State as the Brinckwirth-Nolker Brewing Company, with Mr. Nolker as president. In 1889 the company, consolidated with eighteen other large St. Louis breweries, forming the St. Louis Brewing Association, the largest corporation of its kind in the world. Mr. Nolker was appointed treasurer of this enormous concern, and he handles the large sums of money which pass through his hands with great ability.

This brief sketch of Mr. Nolker's career shows him to be a self-made man. He has never been afraid of work, and in his younger days accepted any position which provided the means for earning an honest livelihood. His zeal and integrity have enabled him to acquire wealth, influence and respect. He is now sought after whenever an important movement is projected, and there are few men in St. Louis who stand higher in public esteem.

He is a director of the German-American Bank, the Mississippi Valley Trust Company, and a member of the executive committee; a director of the Madison Car Company; vice-president of the Krein-Nixdorf Manufacturing Company; president of the Kock Hydraulic Brick Machine Company; a director in the





*Wm. F. Allen*



Compton Hill Improvement Company, and in the Fair Grounds Association. He is also connected with other important organizations.

Mr. Nolker married on June 5, 1875, Miss Louisa Brinckwirth, daughter of Mr. Theodore Brinckwirth. Mrs. Nolker died in July, 1883, leaving five children: Frederick, Laura, Louis, William and Robert.

VALLÉ, JULES FELIX.—Dr. Jules Felix Vallé was born in St. Louis, December 28, 1859. He was given a good general education in the schools of St. Louis and at the Virginia Military Institute. On January 21, 1880, he was married to Mary A. Clover, daughter of Judge H. A. Clover, and graduated at the St. Louis Medical College in 1885, and afterward spent a year as assistant physician at the City Hospital. Then leaving the hospital he spent two years traveling in Europe and completing his studies in medicine and surgery, and since his return to St.

Louis he has been in regular practice.

He is an active member of the St. Louis Medical Society, the St. Louis Medico-Chirurgical Society and the St. Louis Society of Obstetrics and Gynecology. He is chief of obstetrical clinics in the St. Louis Medical College and a member of the staff of St. Luke's Hospital, and is also consulting gynecologist to the Female Hospital and physician to the State Blind School.

Dr. Vallé has already built up a valuable practice, and ranks as one of the skillful physicians of the city.



DR. JULES F. VALLÉ.

COOK, DOUGLAS G., was born in Chicago, June 3, 1847. His father, Isaac Cook, was born in New Jersey, and was, in the days before the war, a prominent politician and newspaper man of the Windy City. In 1854 Mr. Isaac Cook, with two partners as assistants, started a paper named *Young America*, in Chicago, whose main principle was an undying support of Stephen A. Douglas, who was a close friend of the elder Cook, young Douglas being named for the great Illinois Democrat. A few years afterward the name of the paper was changed to the *Chicago Times*, by which it is known to-day.

Mr. Cook, the elder, was the ruling spirit of the paper, and a very prominent man in affairs of Chicago before the war. He was a man of great originality of thought and idea, and carried forward every scheme he laid his hand to with great enthusiasm and energy. Mr. Cook's mother, Harriet Cook, was of English parentage, her family name being Norton. She died

in Chicago, in 1853, while little Douglas was still of a very tender age.

In the fall of 1859 the elder Cook sold out his interest in the *Chicago Times* and came to St. Louis, where he started the American Wine Company. The company was merged into a corporation, under the laws of Missouri, in 1867, with Isaac Cook as president. He continued as the chief officer and manager of the company until his death, in 1886, at the ripe age of seventy-five years, whereupon Douglas G. Cook became president and has acted in that capacity ever since.



Mr. Cook spent his youth like most boys, in attending the common schools. He took the academical courses at Christian Brothers' College, Notre Dame, Indiana, and was making further preparation for college at Amherst, but was interrupted, called home and his school days ended.

Mr. Cook is now at the head of a wine business as extensive as is to be found anywhere in the United States. The wine produced is celebrated everywhere, and the label bearing the name "Cook" on a bottle of wine is looked upon as a guarantee of its excellence. Indeed, the person who will acknowledge that he does not know and like Cook's Extra Dry Imperial Champagne, argues himself not to be a connoisseur of wines. Such experts as George Augustus Sala and the Lord Chief Justice of England have pronounced it the equal of any champagne in existence.

The Cooks have demonstrated that just as good wine can be produced in America as any grown by La Belle France, and the merit of the wine has spread their fame and the name of St. Louis all over the globe wherever there are cultivated tastes which demand that nectar of the gods—champagne. They get their grapes from Sandusky, Ohio, where they control extensive vineyards, and where a special variety of grapes grown is known as the "Cook grape." The firm employs thirty men constantly at its vaults here in St. Louis. The principal reason why Mr. Cook has been able to bring the business founded by his father to a point of such gratifying success, is his thorough knowledge of the business. He entered his father's business as a shipping clerk, and has worked himself from bottom to top, mastering every detail of the business thoroughly as he progressed.

RANDALL, J. HARRY, was born in St. Louis, April 4, 1870. He is the son of John H. and Emma (Lewis) Randall, and received his primary education at the common schools of the city, finishing at Washington University. He showed a marked taste for art, and went through that department of the university, graduating therefrom in 1884.

After leaving the university he fitted himself in a business way by taking the course at Johnson's Commercial College, where he graduated in 1888. His first venture of a business nature was assistant for J. B. Legg, the architect, by whom he was employed for three years. Afterwards he became the junior member of the firm of Randall & Son, and subsequently opened an office on his own account.

He is now doing business as an architect, under the firm name of J. Harry Randall & Company. A number of splendid buildings stand in St. Louis as monuments to and illustrations of his architectural skill. Among others that might be mentioned are the famous Randall Terrace, at the southeast corner of Garrison and Lucas avenues, and the Virginia Building, at 720 Olive street, owned by D. L. Addington. Among numerous residences which he has erected which might be mentioned are those of L. H. Lohmeyer, B. T. Nelson and W. S. Bell.

In all his designs symmetry and elegance are found side by side, and in every dwelling-house planned by him, special features of marked value are noted. Mr. Randall is an originator and not a copyist, and his popularity as an architect is largely the result of this.

Mr. Randall was married to Miss Birdie Viah, of Montgomery county, Missouri, in 1889.

FRENCH, PINCKNEY, M.D., comes originally of good old New England stock, whose virtues he illustrates in his own energetic and successful career. His parents were Isaac C. and Malinda M. French. He was born in Audrain county, Missouri, May 10, 1852. His early education was limited to the ordinary schools of the neighborhood in which he was brought up, but having a marked taste for study he succeeded in getting a good general English education. Deciding to devote himself to the medical profession, as being the calling most in accord with his tastes and best adapted to useful and successful exercise of his abilities, he entered upon a regular course of study under Doctors W. H. Lee and John S. Potts, both leading physicians of Audrain county. His career as a medical



*D. G. Cook*  
—



student was such as to raise high anticipations in the minds of his friends as to his future in medicine.

Following his course of reading, he matriculated at Miami College, of Cincinnati, Ohio, from which institute he graduated in 1873. His course of college training was characterized by close application to his studies and by that clear and practical comprehension of the principles involved in the branches of surgery which have marked his subsequent career. The Doctor immediately located in his native town, Mexico, Missouri. Here his high attainments and superior abilities as a physician soon became recognized, and he rapidly built up a large practice which he continued to hold with increasing success and reputation. In a few years he was appointed surgeon of the Chicago & Alton Railroad, and surgeon of the Wabash Railroad, the former of which positions he continued to hold until July last, when he resigned so as to give attention to other more pressing duties.

In 1879 he was elected president of the Medical Society of Audrain County. The following year he was honored by the board of curators of the Missouri State University with the appointment to a membership on the board of medical examiners of that institute, which position he held for several years. The Doctor was elected the first vice-president of the Missouri State Medical Association in 1882, and was professor of surgical anatomy in the College of Physicians and Surgeons, of Chicago, Illinois,

during the years 1882 and 1883, resigning to resume his general practice. He was during this time associate editor of the surgical department of the *Western Medical and Surgical Reporter*, of Chicago.

In 1885 he went to Europe for the purpose of acquainting himself with the rapid progress of modern sciences, more especially those pertaining to medicine. The Doctor visited many hospitals of renown, observed and studied closely the branches of surgery, and gained much

useful information and knowledge. Here he was closely associated with some of the most eminent physicians and surgeons that the world had ever produced.

Returning to this country he found that the strides of progress had made St. Louis a city of great desirability as a place of residence, and Dr. French, like many other men of progressive and liberal ideas, left his native town and came to this city. He became at once connected with the College of Physi-



DR. PINCKNEY FRENCH.

cians and Surgeons, which chair he held until 1890. Having acquired a good practice among the best families of this city, the Doctor thought well of making St. Louis his permanent home, and in 1890 he moved his family and took up his residence on Washington avenue. More recently he has erected one of the handsomest residences of Delmar avenue. The Doctor takes great pride in his new home, which is one of the finest homes in every respect in St. Louis.

About this time the Doctor became interested in the organization of the Marion-Sims College



of Medicine, and was elected secretary of its first board of directors and also its first faculty. He was elected professor to the chair of the principles and practice of surgery and clinical surgery, and continued to hold same until the spring of 1892. The Doctor's experience in this department of his profession gives evidence of his being an interesting and popular teacher, plain, practical, ready of language, clear in expression and discrimination in the enforcement of his conclusions. At all times has he been in sympathy with his students and has ever looked to their interest and advancement in their studies.

In his profession the Doctor has no limit to the scope of his abilities.

He also conceived the idea of rearing in our midst an institution of medical learning, built upon a true foundation of proper management, and established upon a policy of instruction which would be recognized the world over. Thus the "Barnes Medical College" had its birth. With the aid of Doctors Hughes and Carpenter a board of directors was at once formed, and the Doctor was made secretary, virtually placing within his hands the management of an institution which has had its birth in prosperity, and with a phenomenal beginning will soon grow with unparalleled success until it stands in the foreground of the profession, the representative medical institution of the West.

Doctor French is now in the full vigor and strength of manhood, with all his faculties unimpaired. He is a man of great sagacity, quick perception, sound judgment, noble impulses and remarkable force and determination of character. Honorable in every relation of life, and of unblemished reputation, he commands the respect and confidence of all who know him.

Among the many associations of which he is a member may be mentioned the Surgical Association of the Wabash Railroad, of which he is now president; the Missouri State Medical Association, the American Medical Association, the Mississippi Valley Medical Association, the St. Louis Medical Society, and he is consulting surgeon to the St. Louis City Hospital.

The Doctor married in February, 1874, Miss

Lucy P. Quisenberry, of Boone county, Missouri, a lady of varied accomplishments, and of unusual brilliancy of intellect and conversational powers.

FRANCISCUS, J. M., JR., the son of J. M. Franciscus, Sr., one of the pioneers of St. Louis, whose connection with its commercial life as a successful banker has already been enlarged upon in this work. He was a native of Baltimore, Maryland, but the son was born in St. Louis in 1866. Young James was given an excellent education, which was completed at the Washington University.

Subsequent to graduation he made his entry in commercial life as a clerk for the Simmons Hardware Company, with which he remained two years. His next position was in the auditor's office of the Wabash Railroad, where he also acted in a clerical capacity for a term of eighteen months, and left there to take the position of book-keeper for the Third National Bank, with which he remained three years. In 1889 he joined the real estate firm of Moffett & Franciscus, in which he is still junior and active partner.

Mr. Franciscus acted as commissioner for the Lindell estate, administering its affairs with excellent judgment and to the satisfaction of all concerned. He was placed under a bond of \$700,000, and that he readily gave it shows the high confidence reposed in him by the business community. He also acted as special commissioner for the D. A. January estate, giving a bond of \$485,000.

In many other ways Mr. Franciscus has displayed singular aptitude for the management of large estates. The firm of which he is a member has a reputation for reliability and sound judgment which is not excelled in the entire city. In addition to what may be termed the realty brokerage department it also acts in a confidential capacity for its clients, all of whom place the most implicit confidence in it.

He is an active club-man, being a member of both the Mercantile and St. Louis clubs. In 1892 he was appointed a member of the Mul-

lamphy Board, but after one year's service resigned.

On June 12, 1890, Mr. Francisus was married to Miss Catherine G. Lindsay, daughter of Captain A. J. Lindsay, a retired army officer. Two children have been born to them, one of whom, named James Lindsay Francisus, is living.

SHAPLEIGH, JOHN BLASDEL, the well-known physician, is a member of an old and honored St. Louis family.

His father, Augustus F. Shapleigh, is associated with a great many private and public interests, is head of the great hardware house bearing his name, and is the possessor of great wealth, and stands high among his fellow-citizens because of his recognized worth and integrity. The mother of this subject was, before her marriage, Miss Elizabeth A. Umstead.

The Doctor is a native of this city, and was born October 31, 1857. He

was educated at Washington University, from which he graduated in 1878, with the degree of A.B. In order to fit himself for the practice of medicine he entered the St. Louis Medical College, and received his degree of M.D. in 1881. As thoroughness has always been one of the characteristics of the young physician, he was not satisfied to begin practice on graduation, as is generally done, but entered the City Hospital, spending a year there and practicing in the St. Louis Female Hospital for an equal length of time, gaining valuable practical experience in both institutions.

He had reached the wise conclusion that only through specialization could the physician attain the highest results in his profession, and he therefore began to turn his attention to diseases of the ear, etc. He went to Europe and studied his specialty for a term under the eminent specialists of Vienna, Austria. In 1885 he returned to St. Louis and began practice, and has met with a most flattering degree of success. He has won recognition from his professional brethren, and his services as an instructor are held in

high esteem. He is clinical professor of diseases of the ear in the St. Louis Medical College, and is aural surgeon on the staff of St. Luke's, the St. Louis Protestant, and the Evangelical Deaconess hospitals. He holds membership in the St. Louis Medical Society, the City Hospital Medical Society, the American Academy of Medicine and the American Otological Society.

In political application Dr. Shapleigh is a Republican; in religious matters he

subscribes to the doctrine of the Presbyterian Church, of which he is an influential member. The Doctor was married October 27, 1886, to Miss Anna F. Merritt, of St. Louis. They have two children—a son and daughter.

KINEALY, JAS. R., one of the rising young attorneys of the St. Louis bar, is a native of Missouri, being born at Hannibal, July 17, 1862. His father, Michael, and his mother, Sarah Jane (Briscoe) Kinealy moved to St. Louis county, near the city, in 1866, and young James



DR. J. B. SHAPLEIGH.

attended the public schools until the age of twelve, at which period he was sent to Christian College and spent four years within its walls. Next entering Washington University, he graduated therefrom in 1883 as a civil engineer.

He followed this calling for a short time after leaving school, but could not resist the strong aspirations within him to follow in the footsteps of his father, and he accordingly entered the latter's office and began the work of fitting himself for the law. He was admitted to the bar in 1884, and since that date has built up a splendid civil practice, to which department of jurisprudence he devotes his talents.

In 1891 Mr. Kincaly was honored by being made president of the Washington University Alumni Association, and is also supreme chancellor of the Legion of Honor. He is unmarried.

STIEEL, OTTO F., was born in St. Louis, November 4, 1862, and is a leader in that class of younger business men who are the present mainstay and the future hope of the commercial growth and progress of this metropolis. He is the son of Colonel Charles G. and Louise Stifel, the former one of the pioneers of the brewing industry in the West, who is yet living and is an honored citizen of St. Louis. The father was born in Wurtemberg, Germany, seventy-five years ago, came to America when a very young man and established a small brewery at Wheeling, West Virginia. After this he was engaged in various trading operations throughout the country until 1849, when he came to St. Louis and established the old City Brewery at the corner of Cherry and Collins streets, and this was the basis of the fortune he afterward amassed. For many years he was known as a leader in the commercial life of the city, his capital being banking and furniture manufacturing, but of late years much of the care of his business has devolved upon his only son, the subject of this sketch.

The latter, after the regular preparatory educational training, entered Washington University of this city. After the completion of the prescribed courses there he went to Ger-

many, and in the School of Technology, at Stuttgart, completed his education. Returning then to St. Louis he entered his father's establishment to learn brewing, one of the industrial avocations which requires as much or more natural skill and schooling than many of the professions. After remaining in his father's brewery for some time he went to Chicago and afterward to Milwaukee and New York, spending some time in each city perfecting himself in a knowledge of the science of brewing, with the result that he returned to St. Louis with a thorough understanding of all the processes of the business and fully competent to assume the management of such a great establishment as that of his father.

A few years ago, when the Stifel Brewery was absorbed by the English syndicate, the directors of that body, recognizing his business talent and eminent fitness for the place, made him vice-president of the big concern, an office he yet holds.

Mr. Stifel has many genial, social traits, is popular both in business and social circles, is generous and liberal, and is a lover of good horses. He is an active club-man, holding membership relation with both the Mercantile and Union clubs. He is also a member of the Masonic fraternity.

On April 5, 1893, he was married to Miss Ella Conrades, daughter of J. H. Conrades, the prominent furniture manufacturer of this city.

ROMBAUER, RODERICK E., the eminent St. Louis jurist, is the son of Theodore and Bertha Rombauer, and was born in Hungary, May 9, 1833. His father was prominently connected with the struggle for Hungarian independence in 1848-49, and upon the downfall of the revolutionary government became an exile. He went to England in 1849 and thence to the United States of America, which was then, as it is now, the Mecca of European Republicans. His family followed him in 1851, and became part of the Hungarian colony in the State of Iowa.

Young Roderick was eighteen years of age when the decision was reached to seek a home



*Alto F. Nijl*





in America, and in 1853 came with his parents to St. Louis, where many of their countrymen had already found a home. The young man had received a good common school and classical education in the old country, so that immediately upon reaching St. Louis he went to Quincy, Illinois, and secured a position as assistant engineer on the C., B. & Q., then building, he having studied engineering prior to coming to St. Louis. He continued to assist in the construction of the road for about three years, or until 1856, when, desiring to become a lawyer instead of a civil engineer, he resigned his theodolite and at Quincy took up the study of Blackstone with Williams & Lawrence, subsequently Chief Justice Lawrence, of Illinois.

After studying law thus for a short time he entered Harvard College, taking the full course and graduating therefrom in 1858, fully equipped to meet and solve both the problems of law and life. He at once returned to his old home in St. Louis, where, after being admitted to the bar, he shortly afterwards opened an office for practice. He began practice alone, but soon became associated with Mr. James Taussig, the firm doing business as Taussig & Rombauer, until the latter was elected to the bench of the Law Commissioner's Court in 1863. He held the wool-sack of this court until it was abolished by the adoption of the constitution of 1866, when he entered active practice again, opening an office with G. A. Finkelnburg as a partner.

This partnership was dissolved in 1867, owing to the removal of Judge Moodey from the Circuit bench, and the appointment of Judge Rombauer to his place. He made a most impartial judge and filled the office with credit until, his term expiring in 1871, he again took up his legal business. For ten years he practiced alone, increasing all the time the number of his clients and adding to his already well-established reputation for ability and legal sagacity. In 1881 he took David Goldsmith into his office as a partner. Shortly after the formation of this partnership, or in 1884, Judge Rombauer was elected to the Court of Appeals, an office he still occupies at this writing. Since his elevation to the bench

the Judge has been called on to decide many cases involving great interests and fraught with knotty legal problems; among others, the first important controversy between the city of St. Louis and the gas companies; and the case involving the controversy touching the stock of the State Bank of Missouri, between Capt. Jas. B. Eads and the State.

He was the first judge rendering a decision setting forth the definitions of the fiduciary debt as referred to in the Bankrupt Acts of 1841 and 1867. This settled the matter as far as it could be settled by a State court, and was afterwards affirmed by the Supreme Court. The Federal courts later also adopted the same view. Judge Rombauer was also the successful attorney for the State in the cases involving the right of the State to subject the Iron Mountain Railroad to perpetual taxation, and the North Missouri [now Wabash] Railroad to the constitutional ordinance tax.

Judge Rombauer is recognized among his brethren as a lawyer of splendid mental and legal attainments. His power of concentration and analysis is superb. His impartiality as a judge, and learning as a lawyer, are only equaled by his unimpeachable integrity as a man. He has devoted his life to the study of the civil law, and few jurists anywhere are better versed in its intricacies than he.

Judge Rombauer was married while yet a struggling lawyer to Miss Augusta Koerner, of Belleville, Illinois, daughter of Governor Koerner, of Illinois. This most fortunate event, as their subsequent lives have proved, took place in December, 1865. They have had six children—three sons and three daughters. Two of the sons are following in the footsteps of their father, while the third, Alfred, is a mining engineer located at Butte, Montana. Theodore and Edgar are rising young attorneys of St. Louis. The daughters are named, respectively, Bertha, Sophie and Irma.

JAMES, FRANK LOWBER, M.D., son of Thomas Simmons and Laura (Spaulding) James, was born in August, 1842, at Mobile, Alabama.

where Mr. James, Sr., was an engineer and architect in large practice. Frank L. received a good education in private schools in Mobile, and having made up his mind to follow a scientific career he went, when only fourteen years of age, to Germany and entered the Polytechnic School at Karlsruhe in Baden. Subsequently he prosecuted his studies at the University of Munich at Bavaria, where he was for three years a pupil of the great chemist, Baron von Liebig, and other professors almost as famous.

On the breaking out of the war in 1861 he ran the blockade and returned to New York, having secured from the university a certificate of competency. Pursuing his journey west and south, young Mr. James made his way through the Federal lines, and joined the Confederate army. In addition to a great deal of arduous work in the field, Dr. James was employed in numerous scientific and confidential capacities during the subsequent four years. In 1865 he surrendered with General Dabney Maury's army at Cuba Station, Mississippi, being paroled with the Twenty-second Louisiana Regiment of Gibson's brigade.

After the war Dr. James traveled very extensively for two years, and in 1867 he accepted a position on the editorial staff of the *Memphis Appeal*, now the *Alcalanche-Appeal*, under General Albert Pike, and subsequently under Tyler and Keating. Being a very able and striking writer, he made great headway in journalism, but his eye-sight causing him anxiety, he, in 1872, went to Mississippi county, Arkansas, where he spent several months in perfect repose, being compelled to have his eyes kept from the light most of the time. On recovering the use of his eyes, the Doctor went to Osceola, Arkansas, and resumed practice, drifting back, however, occasionally to Memphis, where he did noble work during the yellow fever epidemic.

After this he traveled for another two years, and in 1889 came to St. Louis, where he settled down to the practice of the profession in which he has since made a splendid record. He was

appointed to the chair of chemistry in the College of Physicians and Surgeons, holding the position for two years, during which he secured an "ad eundem degree" in the practice of general experimental chemistry. The Doctor is now in practice as a consulting physician, as an expert in chemical and microscopical examination. His services are in request throughout the entire country, and the profession generally recognizes that Dr. James is without a superior in microscopical investigations and examinations of a delicate character. His certificate carries great weight with it, and is invariably accepted as conclusive evidence.

In his success Dr. James has not forgotten journalism, and his record as a writer is only second to that he has made for himself as an expert chemical examiner and microscopist. In 1883 he accepted the editorial chair of the *St. Louis Medical and Surgical Journal*, the oldest medical monthly in America, and which, in connection with Dr. A. H. Ohmann-Dumesnil, he now edits. In the following year he was appointed one of the editors of the *National Druggist*. This he left at the close of 1885, only to take full charge of it again on January 1, 1888. His contributions to this latter periodical are practical and full of information, and make the journal of great value. In 1886 he practically introduced the subject of hypnotism to the English-speaking people. It was then beginning to attract attention in France, and Dr. James, in a series of articles on hypnotism in the *St. Louis Globe-Democrat*, entitled "Ancient and Modern Miracles," at once directed attention to it in this country. The article was copied into magazines published all over the English-speaking world. He still occasionally contributes both to the medical and secular press, and his articles are appreciated.

The Doctor is unmarried. He is a man of fine physique and handsome appearance, is a splendid conversationalist, and a man who at once inspires confidence. He has also strong individuality, and has made excellent use of his opportunities for acquiring knowledge. He is a

Master Mason, a Knight of Pythias, and a member of the St. Louis Medical Society, the American Medico-Legal Association, of New York, the American Pharmaceutical Association, Missouri Pharmaceutical Association, and of the American Microscopical Society, having been president of the last named society and being now a member of the governing board.

RYAN, FRANK K., son of John and Johanna B. (Boomer) Ryan, was born in the year 1847, in Norfolk, Connecticut. His father was a prominent citizen of Connecticut, and was at one time a member of the Legislature. When Frank was about eleven years of age his parents moved to Decatur, Illinois, of which city Mr. John Ryan was postmaster from 1860 to 1867, in which latter year the family moved to St. Louis.

The subject of this sketch was educated at the Norfolk Academy, at Norfolk, Connecticut, and subsequently at the Christian Brothers' College in this city. He then studied law and was admitted to the bar in the year 1870, when he at once commenced practicing in St. Louis. He attracted attention from the first by his promptness and keen appreciation of difficult legal points, and his success as an advocate soon became proverbial. He served as land commissioner of St. Louis under Mayors Britton and Overstolz, and filled other important positions.

Mr. Ryan is a strong Democrat, and as chairman of the executive committee of the Democratic State Committee, in the year 1880, he did

yeoman service for his party. The campaign over, he devoted himself once more exclusively to private practice, and soon became one of the busiest attorneys in the city. Mr. Ryan has been a very hard and painstaking reader, and is intimately acquainted with the intricacies of the law in this and other States. He has been called upon to conduct a number of very important cases involving the expenditure of large sums of money, and has been singularly successful in all his undertakings. He has a way of investigat-

ing a case very fully when first submitted to him, and if he advises active measures, he leaves no stone unturned in pushing the client's interests.

His opinions have been upheld by the highest courts, and unlimited confidence is accordingly placed in his advice. He is a man of very fine presence and as an advocate has earned especial praise and congratulation from members of both bench and bar. His confident manner and easy delivery combine to make

his career at the bar a very successful one.



FRANK K. RYAN.

NIEMANN, GUSTAVE W.—Although born in St. Louis, Gustave W. Niemann, as his name indicates, is of German origin. His father, William N. Niemann, came to St. Louis in 1845, soon embarked in business as a dry goods merchant, and for many years maintained an establishment in that line on Franklin avenue, but closed it out in 1873 and retired from active business. It was in this city that the elder Niemann met and married Gustave's mother,



who was Minna, daughter of Dr. Trauernicht, an eminent and well-known physician of St. Louis before the war.

Gustave was born July 27, 1857, and is, therefore, at this date, thirty-seven years of age, although, from his appearance, one would be led to the conclusion that he is not as old as such figures make him. In the public schools of this city he was given his education, and after he had finished the courses of study therein he made up his mind to fit himself for and adopt the law as a profession, and with such purpose in view entered the St. Louis Law School.

In 1873, when his father retired from business, Gustave was sixteen years old, and as he was a shrewd and promising lad he attracted the attention of August Gehner, who offered him a situation in his office. He was industrious, quick and careful, invaluable qualities in such work as the investigation of titles, and as he rapidly demonstrated his capacity, substantial encouragement was accorded by Mr. Gehner, and this resulted in a determination to give up his purpose of becoming a lawyer and to make the title business his calling. He would doubtless have made an able lawyer, but has instead made an expert and successful investigator of titles.

Seven years ago, Mr. Niemann had made himself so invaluable that he was taken into partnership with his employer, the firm becoming August Gehner & Company. The senior partner's time is largely consumed by a multiplicity of other outside interests with which he is identified, and thus of recent years the larger part of the title and investment business falls to the care and supervision of Mr. Niemann. Mr. Gehner, as well as the many clients of the firm, have implicit confidence in him, a confidence fully justified, for he has reduced the business of title investigation to an exact science, and his fund of knowledge respecting such instruments entitles him to rank as a high authority on all matters relating to the titles to land in and around St. Louis.

Although he is very popular in society and has many lady admirers, Mr. Niemann has so

far avoided entanglement in Cupid's net. Socially he is a genial and a good fellow; is a popular club-man and holds membership in the St. Louis, Union and Noonday clubs; he also belongs to the Jockey Club, and is one of the members of the governing board of that body. He is a Mason, and is an adept in the knowledge pertaining to that society, having taken all the degrees—thirty-two—in both the York and Scottish Rite.

CAMERON, EDWARD A., is the son of Alexander and Mary Cameron, *nee* Henderson. The father was a gifted architect, and is remembered in St. Louis because of the handsome Custom House, of which he superintended the construction, as well as numerous other buildings.

Alexander Cameron died August 3, 1890. His son Edward was born in St. Louis, January 8, 1861, and is therefore still quite a young man, notwithstanding the high place he occupies among the architects of his native city. He took the regular course in the public schools and finished his education at Washington University, but this was supplemented by a course in architecture, which he took at Cornell University.

After the latter course was completed he returned to his native city and became his father's assistant on the Custom House, then in course of erection. He also assisted in the reconstruction of the Equitable Building. \* Feeling that he needed the benefits of a more general practical experience he went to Boston and entered the office of H. H. Richardson. He remained with the latter until his death, and afterward with his successors until 1888.

Then he returned to St. Louis and resumed his position as assistant to his father until the latter's death. His next step, in a business way, was to form a partnership with Theo. C. Link, an association which has since been dissolved, and Mr. Cameron is in business alone.

During his connection with the Boston firm, Mr. Cameron had charge of the construction of a number of celebrated buildings, among them the costly State Capitol, at Albany, New York,



*Gustave W. Niemann.*



and the Chicago residences of Franklin Mac Veagh and J. J. Glessner. He also superintended the construction of Marshall Field's wholesale house at Chicago. In St. Louis, some of the structures in the erection of which he was concerned are the residences of Nelson Cole, Charles C. Clark, James E. Hereford, S. M. Bayless, and J. H. Chaissang; the St. Louis College of Pharmacy and the East St. Louis Ice and Cold Storage plant.

SCHWARZ, DR. HENRY, is a native of Germany, but came to this country when seventeen years old. He is the son of Jacob and Susanne Schwarz, and was born in Giessen, November 14, 1855. He was given the full advantages the best educational institutions of his native place had to confer, and was a student up to the time he left the fatherland to come to America.

This was in 1873, when he was but seventeen years of age. He first obtained a position in a St. Louis drug store, and gradually worked his way up, graduating from the St. Louis College of Pharmacy in 1876. He then took up medicine and entered the St. Louis Medical College. From this institution he graduated and was given his degree in 1879. Feeling that any person following the business of curing the ill's flesh is heir to cannot have too much instruction in the methods of so doing, and knowing by experience the superiority of German schools in all branches of scientific knowledge, he determined to return to Germany and avail himself of their benefits.

He entered the medical college of the University of Giessen, his native town, and graduated in 1880. He then received the appointment as first assistant physician to the female hospital attached to the University of Giessen, acting in this capacity from 1880 to 1881. Continuing his studies in a practical capacity, he became attached as assistant physician to the famed University of Heidelberg, holding such position from 1881 to 1883. Then he returned to St. Louis and opened an office for practice, and as his courses of preparation therefor were exceptionally exhaustive and thorough, and as he has studied and practiced with a nat-

ural love for the science, he has been more than ordinarily successful. He has many professional offices and connections, and is held in high esteem by his brother practitioners. Membership is held by him in the Natur-Historisch-Medicinischer Verein, of Heidelberg, Germany; the Society of German Physicians, of St. Louis; the St. Louis Academy of Science; the St. Louis Obstetrical and Gynecological Society, and a number of others. Among the important professional positions held by him is that of consulting physician to both the City Hospital and St. Louis Female Hospital. He is also professor of gynecology to the St. Louis Medical College, and is the gynecologist at the Evangelical Lutheran Hospital.

The Doctor was married on September 1, 1886, to a daughter of Mr. Marquard Forster, of this city, J. Laura by name.

CHURCH, ALONZO CHRISTY.—If a sturdy race of ancestors, strong and vigorous, both physically and intellectually, give a man superior chances in the start of the race of life, the subject of this sketch may surely claim such advantage. His paternal grandfather, Alonzo Church, D.D., was born in New England, and sprang from the hardy Pilgrims who settled those shores. Dr. Church was president of Franklin College of the University of Georgia until his death in 1862.

His great-grandfather on his mother's side was Nicholas Jarrot, a name that figures prominently in the early history of the Mississippi Valley. He was a native of France and came to this country in 1790, finally reaching Cahokia, in St. Clair county, Illinois, in 1794. Being possessed with a great fund of energy and activity, he at once, on arrival, embarked in business as an Indian trader, and by purchasing land claims he came to be the greatest land-owner of this section. He built the first brick house in Illinois, and the solidity and honesty of its construction is testified by the fact that it still stands. This is still in possession of the family. Major Jarrot died in 1823.

Alonzo's father was John R. Church, a gradu-



ate of West Point. He was for some time an officer in the regular United States army, and was stationed at various points on the frontier. He served as lieutenant in the First Cavalry, took part in a number of campaigns against the Indians and was stationed with his family at Fort Washita, Indian Territory, and it was at this fort, on November 3, 1859, that Alonzo was born.

Mrs. M. F. Christy-Church, now Mrs. Scanlan, is a woman of great force of character, and she is yet living in her elegant home at the corner of Grand and Lucas avenues. President and Mrs. Cleveland were entertained there on their visit to St. Louis. During the tour of the great Frenchman, Boulanger, in America, a reception was given him by Mrs. Scanlan, the only reception tendered him in the United States at which French was spoken exclusively.

After taking the preparatory courses at the grammar schools, he entered Christian Brothers' College, where he remained for a space of four years. Convinced of the benefits of travel and to try the famed colleges of Europe he started for the continent shortly after coming out of Christian Brothers' College, finally making a temporary settlement at Neuilly, France, where he attended school for a year. Next he took a course of one year at the celebrated college at Orleans, France, followed by two years spent at school at Hanover, Germany.

After a short time spent in traveling over the Old World he returned to St. Louis and immediately entered St. Louis University, where, after three years of diligent application, he graduated in 1880 with first honors. Having for some time been convinced that the bar of all others was the profession best suited to his tastes, and acting on that conviction, he went direct from St. Louis University to the St. Louis Law School. At the end of two years, or in 1882, he finished his scholastic life by graduating from that institution. He was admitted to the bar in the same year, and opened an office alone for the purpose of practicing his profession, and has continued his practice ever since without an office partner.

Mr. Church is and has always been a staunch Democrat in political principles. He was elected to the Legislature in 1890, and during his incumbency of the office did most valuable service to the people. The Speaker of the House, recognizing his ability, placed him on some of the most important committees of the term. He was a member of the judiciary committee, the committee appointed to redistrict the State congressionally, and was chairman of the insurance committee. During the last regular session he introduced, advocated and succeeded in passing the bill whereby the State of Missouri ceded jurisdiction over the ground on which Jefferson Barracks stand to the Federal government. He is also the author of that excellent economic measure enabling savings banks to receive deposits from one dollar up and to pay interest on the same; and the law is in operation and exceedingly popular throughout the State at the present time.

Mr. Church is an officer of many corporations. Among others, he is a director of the American Exchange Bank, vice-president of the Wiggins Ferry Company, vice-president of the Transfer Railway Company, vice-president of the East St. Louis Connecting Railway Company, and is the legal counsel for the Wiggins Ferry Company, one of the counsel of the bank of which he is the director, and has had charge of his mother's business interests ever since he has been a member of the bar.

He is a man of marked social tendencies, and is very popular with everybody with whom he comes in contact. He is therefore a member of the following clubs and associations: St. Louis Club, University Club, Marquette Club, Mercantile Club, St. Louis Fair Grounds Club, Bar Association, and Law Library Association. Mr. Church is unmarried.

STARK, CHARLES B., was born at Springfield, Tennessee, June 13, 1854. His parents were Joseph C. and Lamiza Ann (Baird) Stark. His father was an eminent lawyer of Tennessee, having been judge of the Tenth Judicial Circuit of that State. He died on March 6, 1890.



*Alvin C. Church*



Charles B. was educated at the Cumberland University, at Lebanon, Tennessee. He read law at Springfield, Tennessee, in the office of Stark & Judd, the former being his father, and the latter being subsequently appointed judge of the Supreme Court of Utah during the first administration of President Cleveland, and being now a resident of Salt Lake City and U. S. district attorney for the Territory of Utah. The subject of this sketch was admitted to the bar May 27, 1876. He remained in Springfield until May 1, 1880,

when he came to St. Louis, and was admitted to practice in the courts of this city and State, June 14, 1880, and entered upon the active practice of his profession. During that year he formed a partnership with Col. H. S. Lipscomb, which continued until Col. Lipscomb removed to Denver, Colorado, in 1882. Mr. Stark then continued the practice alone until the spring of 1891, when he entered into partnership with Mr. Walter F. McEntire,

under the firm name of Stark & McEntire, which continued for little more than a year.

In 1884 Mr. Stark began the preparation of a digest of the reports of the Supreme Court of Missouri and of the Courts of Appeals, and in June, 1887, his digest was published under the name of "Stark's Missouri Digest." It comprises three large volumes, and is a most valuable addition to the law literature of this State. This work was the result of three years of continuous labor, performed mostly at night, as he did not permit it to interfere with his law busi-

ness, which was constantly growing and required nearly all of his attention.

He began it for the purpose of familiarizing himself with the decisions of the Missouri courts and having convenient a ready reference to an authority upon any point of law he might need in his daily practice, but the Gilbert Book Company, the law book publishers, knowing of Mr. Stark's plan of work and his method of digesting decisions, induced him to prepare his digest for publication, which he did, and

the result was the most complete and valuable digest of the decisions of the Supreme and Appellate Courts of this State that has ever been published—a work that furnishes the strongest testimonial of the indefatigable industry and learning of its author, who, though comparatively young in his profession stands high among the oldest and most experienced lawyers of this city and State.

In July, 1890, Mr. Stark was elected attorney for the Public School Board,

served a term and was, by unanimous vote of the board, re-elected. He still holds this position.

Mr. Stark is a prominent member of the Masonic Order, having been High Priest of his Chapter and Master of his Lodge; a member of the Knights of Pythias and chairman of the committee on appeals and grievances in the Grand Lodge of Missouri, and he is also a member of the Legion of Honor.

While he is not a politician in the popular acceptance of the term, Mr. Stark takes a lively interest in politics. He is a Democrat, because



CHARLES B. STARK.



that party embodies in its principles what he believes to be the sound and correct theory of government; and his voice is raised in every campaign for those reforms for which his party stands. He is not a Democrat for what his party can do for him, but he is a Democrat for what he believes his party can and will do for good government and a pure and honest administration thereof.

HEREFORD, JAMES EDWARD, is the son of John R. and Mary (Cozens) Hereford, and was born in St. Louis county, on January 29, 1861. He comes from a family as old as the century in St. Louis, and as creditably known as it is old. His grandmother was born in St. Louis in 1800, and his mother was born in 1840, at the corner of Seventh and Elm streets, and was married in the same house. After receipt of the advantages offered by the common schools he entered St. Louis University, and graduated therefrom in the class of 1880.

His ambition was to follow the law as a profession, and he therefore entered the law department of Washington University, and in 1882 graduated with the degree of LL.D., and by St. Louis University was given the degree of A.M. in the same year. On admission to the bar he formed a partnership with W. W. Huff, under the style of Huff & Hereford, and immediately commenced practice. The firm has adopted the general civil branch of the law as its field of practice, and gives special attention within this to insurance law. They had charge of the insurance feature of the Chambers' murder case, and wound up the affairs of the Midland Accident Insurance Company, besides conducting to a successful ending a number of other cases of more than ordinary importance.

The marked characteristics of Mr. Hereford are his industry and analytical powers, characteristics that are most necessary to any young man who hopes to win as a lawyer. Mr. Hereford married Miss Emily Page, daughter of John Y. Page and granddaughter of Judge Robert Wash of the Missouri Supreme bench. They have six children, all girls but one.

NORMILE, JAMES CHESTER, when quite a child came up the river from Louisiana with his family, who founded Normanville, Kansas, being among the first settlers of that section. Losing his parents later, little Chester soon acquired a fondness for the habits of his Indian neighbors, and was rapidly developing into a child of the forest when his oldest brother captured him and shipped him down the Missouri to St. Louis, on his way to school at Washington, D. C.

After the usual preparatory training he entered Georgetown University, from which he graduated in 1865. He then became a student of the Columbian College Law School, from which he next graduated, and at once placed himself under the guidance of Hon. O. H. Browning, of Illinois, a leading practitioner in the United States Supreme Court, which he relinquished to become a member of President Johnson's Cabinet. Mr. Browning, who saw the intellectual promise of his pupil, placed him in charge of the library of the Interior Department.

This sinecure gave him leisure and opportunity to gratify his thirst for literature. For three and a half years he read with industry and discrimination. He made himself familiar with the best writers in English literature, in prose and poetry, and formed that affluent and scholarly style that has since characterized his eloquence. In the spring of 1869 he came to St. Louis. At the outset he encountered the struggles common to all young lawyers. He determined to labor and wait, pursuing with toilsome devotion his professional studies, and finding sweet recreation from severe work in the delights of literature. He gradually gained ground by extending acquaintance and inspiring confidence.

It was the Fore case that brought out Normile. As Munson Beach was sitting, one summer evening, on his front steps, surrounded by his family, Joseph H. Fore, his brother-in-law, came up and, without a word, shot him dead. Normile, then an obscure young lawyer, was engaged to defend Fore. He determined to

plead insanity. In the estimation of juries, the defense is an odious one, and in the hands of a young lawyer, it is a dangerous one. Normile knew that his only safety lay in a perfect understanding of his case.

He studied insanity thoroughly and fundamentally, and when he took his seat at the counsel table on Fore's trial, it hazards nothing to say that no man in Missouri was more learned on that subject. The medical experts learned to fear him, for by his merciless cross-examinations he put dogmatism and charlatanry to shame. In the presentation of the testimony he was brilliantly successful, in his argument to the jury he was magnificent, and Fore was acquitted.

Normile's ability was now recognized. He was made circuit attorney in 1872, and henceforth his rise was rapid. His ability as a prosecutor was conspicuous. In 1880 the office of circuit attorney became vacant by the death of Mr. Beach, Normile's former assist-

ant. The jail was filled with desperate criminals, and Governor Phelps was severe in the enforcement of the law. He accordingly prevailed upon Normile to accept the vacancy, which he filled for nearly two years. A learned lawyer and ready forensic debater and orator, he yet prepared his cases with the pains of a tyro. Always his triumphs were bought by toil, and his path to professional distinction was steep and laborious.

In 1886 he was elected judge of the Criminal Court, whose jurisdiction is confined to the trial

of felonies. In 1890 he was re-elected for six more years, although, unfortunately, he did not live to complete the term, his career being cut short by death while he was in the prime of life.

Judge Normile was an orator. Justin McCarthy, the distinguished historian and critic, pronounced him one of the finest he had ever heard. He was able to delight and convince his audience, and his style was elevated and pure. By its occasional quotations, and by its

general flavor, it constantly reminded one of books. It was dignified and rhetorical, with occasional flashes of wit and irony, and his descriptions were frequent and always splendid. In fact, his eloquence, like Moore's poetry, has been criticized for an excess of sentiment and imagery. After all, the secret of his power lay in his intellectual wealth. With the most valuable parts of English literature he was not only acquainted, but familiarly and critically



JUDGE NORMILE.

acquainted. It took the world fifty years to learn that Burke was not simply a great orator, but was really the greatest political thinker of the age. Normile was sometimes said to be thought a mere rhetorician. The truth is that his gorgeous rhetoric was but the covering of strong thought. He was not only a well-read lawyer, but an acute and powerful reasoner. It is proper to add that the same exuberance of thought and lofty and glowing diction, which his public discourses exhibit, characterized his conversation. Judge Normile was of com-

manding stature and symmetrical form. His eye, his voice, his features, in short, his physique, undoubtedly contributed to his effectiveness as a public speaker, and the public, as well as the bench and bar, lost a handsome, as well as a valuable and honest man when he breathed his last.

M McNAIR, LILBURN G.—A worthy representative of an old and worthy family, a family closely identified with the earlier history of this city, is the subject of this sketch, who was born in St. Louis, February 7, 1856. He is the son of Antoine de Reille and Cornelia McNair, and is related through descent to the De Reilles, one of the most respected families of the old St. Louis, while his paternal grandfather was Col. Alexander McNair, who, although he lived in a day of intellectual giants, was conspicuous for his ability. He is noted as the first governor of Missouri after it became a State. He was a warm personal friend of President William Henry Harrison, and came to St. Louis from Pennsylvania in 1804. On his mother's side of the house, the subject of this sketch is also related, as a grand-nephew, to the first governor of Ohio. His father, Antoine de R. McNair, gave deep study to all improvements affecting the navigation of our great rivers. In New York he became interested in several practical inventions, many of which were found of great use by Captain Eads in building his jetty system at New Orleans. He died in 1873. Lilburn McNair's mother was a daughter of Dr. Clayton Tiffin, one of St. Louis' earliest physicians, and who was always reckoned as a learned and able man and as a leading citizen of his time. Mrs. McNair's mother was, before her marriage to Doctor Tiffin, a Miss Jarrot, a family name that frequently occurs in the history of the city. It will thus be seen that Mr. McNair combines in himself the blood of several of the oldest and best families of St. Louis, and with such an inheritance of good blood his high character and ability are altogether natural acquirements.

Young Lilburn attended the public schools of

St. Louis, but did not extend his education beyond the common school branches, as owing to reverses which befell his father he was compelled to quit school and begin the task of earning his own living. He began work as a messenger for the Kansas Pacific Railroad, in the office of the treasurer, Carlos S. Greeley. It should be mentioned here that at the age of sixteen, having been intended for a naval career, he successfully passed the examination, but never took advantage of the appointment on account of a lack of means, continuing in the service of the railroad company instead. For some time after accepting this situation he attended night school, where he diligently applied himself to increasing his store of knowledge. His natural quickness and mental endowments also served him to good advantage in the railroad office, qualities that met with recognition from the officials of the company, for at the age of twenty-two he was appointed the local treasurer and pay-master of the road, a position he filled for several years with great satisfaction to his employers.

In 1880 he resigned his position with the Kansas Pacific, formed a partnership with Charles F. Tracy, Jr., and under the firm name of McNair & Tracy opened a brokerage office. After a time this partnership was dissolved, and Mr. McNair conducted the business alone. As showing his thorough-going enterprise and progressiveness, it should be stated that he was the first man west of the Mississippi to establish a private wire connecting St. Louis with Chicago and New York.

A few years ago he was strongly urged by interested New York, Philadelphia and St. Louis people to accept the presidency of the Kansas City Elevated Railway and Tunnel Company, in which they had invested about two millions of dollars, with the view of working it out. It is said he accepted largely on personal grounds, and against his better judgment, but with the distinct understanding that the capitalists interested would back his judgment.

His vigorous management soon made a vast difference in the earnings, both gross and net,





J. J. McNeill





of the system. He was bold enough in one instance, finding a railroad using the terminals at insufficient rentals, to order the lease canceled, and took his chances on the theory that possession was nine points in the law, and that he would not do an unprofitable business. It is well to mention here that the railroad in question found it better to make a new contract at a higher rate than to continue in the courts indefinitely. Mr. McNair's legal advisers were the late Judge John P. Usher, Mr. Lincoln's Secretary of the Interior, and Major Wm. Warner.

Of recent years Mr. McNair has drifted principally into the line of promoting various enterprises, mostly steam and street railways. He has negotiated some of the biggest transactions in this line that have taken place, among which might be mentioned the Olive street railway deal. His probity and unquestioned honesty are universally recognized and appreciated, and although a young man he is frequently called upon to act as trustee, and as such has often had control of vast amounts of capital and property, especially in the reorganization of railroads.

Like all men who develop a talent for business management, Mr. McNair has been called upon to associate himself with a variety of undertakings. He is a director of the Mississippi Valley Trust Company; on the executive committee of the Union Casualty and Surety Company; a director of various branch lines of our great railway systems, and is president of the Little Wabash Railroad, now in course of construction, and which is intended as a connecting link between the Wabash and L. & N. railroads, and gives another route from Chicago to the Gulf, besides a large number of street railways and land and investment companies.

Mr. McNair is one of the society leaders of St. Louis, and is very popular in every circle in which he is known. He is an enthusiastic clubman, and is a member of the St. Louis, University, Marquette, Jockey and other clubs, and was a member of the Elks during the existence of that order; he is chairman of the house committee of the University, is a member of the board of governors of the Jockey Club, and

is also on one of the important committees of the St. Louis Club. In politics Mr. McNair has inherited the principles of his ancestors, and is a Democrat. He was married to Miss Minerva Primm, daughter of Alexander T. Primm, of this city, on January 23, 1893.

NIDELET, JAMES C., M.D., is descended from some of the most noted pioneer families of Missouri. His grandfather, General Bernard Pratte, was born in Ste. Genevieve, Missouri, and was educated at the Sulpitian College, Montreal, Canada, and returning to St. Louis, married Emilie I. Labadie, a native of the town, and daughter of Sylvester Labadie and Pelagie Chouteau. His father, Stephen F. Nidelet, of French extraction and a native of San Domingo, arrived in Philadelphia when only seven years old, and ultimately became a member of the prominent silk house of Chapron & Nidelet. While visiting St. Louis he met and married, on August 12, 1826, Celeste E., daughter of the General Pratte above mentioned. He returned with his wife to Philadelphia, where, on the 15th of January, 1834, James C. Nidelet was born.

Young Nidelet acquired his early education in Philadelphia, at the classical school of John D. Bryant, a famous instructor in that city. In 1844 he was taken by his parents to St. Louis, where his father spent the rest of his life, dying in 1856, after having won the respect of a large circle of friends. His widow is yet living, a sprightly and well-preserved lady of eighty-three years. In her day she was one of the belles of St. Louis, and, despite the lapse of years, her recollections of pioneer times are very distinct and interesting.

James C. Nidelet attended the St. Louis University for a year or two, and in 1847 and 1848 St. Mary's College, Emmitsburg, Maryland. In 1849 he entered St. Louis University again, and spent five years there, but left in 1853, while on the point of graduating. He then prepared for the military academy at West Point, but failing to receive an appointment as cadet, on account of the accident to Congressman John F. Darby, who became paralyzed, he immediately

applied himself to the study of medicine. His first tuition was obtained in the practical experience of a drug store, and for three years he was employed in the well-known houses of Bacon, Hyde & Company, and Barnard, Adams & Company. He then attended the St. Louis Medical College, under Dr. C. A. Pope, and the Missouri Medical College, under Dr. Joseph N. McDowell. He graduated in 1860, and began the practice of medicine.

In December, 1861, he joined the Confederate army and served as chief surgeon under Generals Price, Maury and Forney, in the Army of East Tennessee and Mississippi. During the last year of the war he was transferred to the Trans-Mississippi Department. His service embraced four years of desperate and bloody warfare, and he was in every engagement in which his army corps participated. Among the most memorable of these conflicts may be mentioned those attending the capture of Vicksburg, and the sanguinary fields of Corinth, Big Black, Iuka, and the famous retreat from Hatchie.

During all this period of exposure to the dangers and privations incident to the war, Doctor Nidelet was never wounded and never lost a day from sickness, his splendid constitution carrying him safely through the trials to which weaker natures would have succumbed. He was always to be found where the danger was greatest, and where there was the greatest need for the prompt assistance of the surgeon. His composure amid the storms of shot and shell and the awful distractions of the battle-field was proverbial, and repeatedly won the commendation of his superiors.

Frequently, with the din of conflict raging about him, he performed operations that would have made many a hospital practitioner famous. His four years' service in the war gave him a practically unlimited experience in every branch of surgery, especially that appertaining to the treatment of gunshot wounds, and in July, 1865, he returned to St. Louis, rich in knowledge of the surgeons' art, but extremely poor in purse. The "Drake Constitution," which was then in force, forbade him to practice medicine, because

he could not take the oath, and at one time, while struggling against adverse fortune, he was on the point of leaving for the Pacific Coast.

During the winter of 1865-66, however, he formed an engagement with his old Alma Mater, the Missouri Medical College, and assisted in gathering the scattered faculty together once more. In the winter of 1866-67 the college was reopened, and as professor of anatomy he was for four or five years engaged in his favorite pursuit of teaching medicine. He had large classes, and contributed materially towards bringing the historic old institution into popular favor again. He then engaged in private practice of medicine with distinguished success.

In 1875-76 Doctor Nidelet was appointed police commissioner, and for two of the four years of his term was vice-president of the board. He signalized his administration by a determined effort to suppress the lottery business, which then flourished without let or hindrance in St. Louis, and such success crowned his labors that more than fifty dealers were convicted and fined. As a consequence he incurred the hostility of the "lottery ring," and charges of corruption were made against him. His indictment was sought at the hands of several successive juries, but he was accorded a most searching investigation, which resulted in the utter failure of his enemies to make even a plausible case of official misconduct against him.

The following estimate of Doctor Nidelet's standing as a physician and surgeon is furnished by a gentleman who has known him from a boy, was several years intimately associated with him, and is familiar with his professional career:

"Dr. Nidelet is a good physician in every sense of the word, being thoroughly and scientifically educated for his profession. His success has been as great as that of any practitioner of his years in St. Louis, and he has a very large and growing patronage. His judgment is accurate, and in the diagnosis of diseases and in the selection of suitable remedies he is distinguished. I cannot say that he has any specialty, but he strikes me as being a fine specimen of the symmetrically-developed doctor."



James C. Sutherland





LEWIS, JAMES M., was born in Polk county, Tennessee, May 3, 1857, and is a son of John A. and Susan J. Lewis. Mr. Lewis sprang from Scotch-Irish stock, and his ancestors on both sides were among the earliest settlers of Virginia, and were patriots and soldiers in the revolutionary war and the war of 1812, one of them, General Andrew Lewis, having won great distinction in the revolutionary war.

Mr. Lewis was brought up and educated in the eastern part of his native State, celebrated for its grand scenery, and among people noted for their industry, intelligence and integrity, and came to St. Louis in January, 1876, and pursued his law studies in the office of Hon. John B. Henderson, formerly a United States Senator, and recognized as one of the leading lawyers in the United States. Mr. Lewis was admitted to the bar in this city on May 7, 1878, four days after having celebrated his twenty-first birthday. Soon after his admission he removed to Louisiana, Pike county, this State, and began the practice of the law. He remained there for about two years and a half, returning to St. Louis in the spring of 1881.

He then became associated in the practice with Ex-Senator Henderson. The business of the firm was largely confined to cases in the United States courts and extended throughout the Western States. On General Henderson's removal to Washington City, in 1885, he formed a partnership with Matthew G. Reynolds, under the firm name of Reynolds & Lewis.

In 1885, when but twenty-eight years of age, Mr. Lewis was enrolled and argued an important railroad bond case in the Supreme Court of the United States.

Mr. Lewis' professional career was distinguished very recently by the position taken by him in the land suit of Hammond vs. Johnston, involving over two millions of dollars, the case being decided on December 14, 1891, by the Supreme Court of the United States. His theory of the case was adopted by the Supreme Court, and he won to a successful issue for his client one of the most noted and hard-fought land cases ever brought before the courts of Missouri.

At a meeting of the American Bar Association at Saratoga Springs, New York, in 1890, he was elected vice-president of the association, and was re-elected in August, 1891, at Boston, Massachusetts. In March, 1889, Mr. Lewis was commissioned by Governor Francis judge-advocate-general of



JAMES M. LEWIS.

the National Guard of Missouri, with the rank of brigadier-general. Mr. Lewis is a Democrat in his political affiliations, and although absorbed with professional duties, as a campaign speaker he has done a vast amount of earnest and unselfish labor for the party in whose principles he firmly believes.

ESTEP, THOMAS B., son of Andrew and Sarah (Anderson) Estep, was born near Cadiz, a city in the State of Ohio, January 6, 1851. He was educated in the public schools near his home,

and at the age of seventeen went to Franklin College, New Athens, Ohio, where he studied for four years, and for the next three years he taught school, studying law the meanwhile with his relative, J. M. Estep. Then desiring to enter the legal profession he went to Columbus, where he was admitted to the bar in 1872, and at once commenced practicing. In 1873 young Mr. Estep came to St. Louis. His abilities as an advocate at once attracted attention and he soon found himself a busy and popular professional man. Grasping the salient features of a case promptly, and the way he has fought up-hill battles has made him famous. Among the many trials with which he has been connected, the Anderson murder case may be cited, his advocacy in that trial having been exceptionally brilliant even for him. He is now, at the age of forty-one, looked upon as one of the most brilliant criminal lawyers of the West, and his elevation to the bench at an early date is regarded as a matter of course by his many friends and even by his political opponents.

In 1890 Mr. Estep was persuaded to ask for the nomination as assistant prosecuting attorney, and the local Democracy was only too ready to show its appreciation of his loyalty to the party. His election was looked upon as a matter of course, although it was expected that the two parties would run very close in most of the contests. When it was announced that "Tom Estep" had been elected by the largest majority ever secured, congratulations came from every quarter.

Mr. Estep married, in the year 1882, Miss Mamie Ellard, daughter of Mr. Joseph Ellard of this city. He has one son, William.

LINDSLEY, DR. COURCEY B., son of A. B. and Sarah J. (Jamesson) Lindsley, was born in 1830, at Round Hill, in Fairfax county, Virginia, on an estate adjoining Mount Vernon, and which was purchased of Washington. His parents moved to the national capital when he was young, and it was at Washington that young Lindsley received a common school education. At the age of seventeen he came west, locating

at Burlington, Iowa, obtaining a position as a clerk in a general store. From Burlington he moved to Frankford, Pike county, Missouri, where he clerked in a country store, remaining until 1853.

In that year he moved to St. Louis, in which city he has resided ever since. He commenced work in the wholesale establishment of E. C. Yosti, on Main street. In 1854 the name of the firm was changed to Yosti & Shields, and on November 1, 1855, Mr. Yosti was killed in the unfortunate Gasconade calamity, and Mr. John R. Lionberger, of Boonville, Missouri, becoming associated with Mr. Shields, the firm became Lionberger & Shields. Not long after, Mr. Lionberger became sole proprietor of the establishment, which was conducted under his name. Mr. Lindsley continued with the house as traveling salesman throughout all these changes. On January 1, 1863, Mr. William C. Orr purchased an interest in the business, Mr. Lionberger gave Mr. Lindsley an interest in consideration of his services, and the firm name was once more changed, this time to John R. Lionberger & Company. Through all these changes Mr. Lindsley continued to take a very active part in the business, and his sound judgment and ceaseless activity had their influence.

Four years later Mr. Lionberger was elected president of the Third National Bank, whereupon he sold his interest in the shoe business to his partners, and the firm name became Orr & Lindsley. On January 1, 1886, they incorporated under the laws of the State. On the incorporation of the Orr & Lindsley Shoe Company, Mr. William C. Orr became president, Mr. Lindsley, vice-president; and on the death of Mr. William C. Orr in 1888, Mr. Lindsley was elected president, with Mr. W. A. Orr as vice-president.

Mr. Lindsley married in November, 1863, Miss Fanny M. Anderson. He has four children—Guy Lindsley, now very popular in the theatrical profession; Dr. De Courcey B., who is practicing dentistry in this city; Aubrey C., who is attending Rugby Academy; and one daughter, Mae Lindsley.

On December 1, 1890, Mr. Lindsley went out of business, and the Orr & Lindsley Shoe Company ceased to exist as such. Mr. Lindsley had well earned many years of rest and quietness; but only a few were permitted, for on December 8, 1893, he died, regretted by an army of friends and to the deep sorrow of his family. He was aged sixty-three years and ten months.

OTTOFY, L. FRANK, son of Leopold and Louisa (Lauffer) Ottofy, was born in Budapest, Hungary, September 5, 1861. He was educated in his native country until thirteen years of age, when he came to America and attended public schools in Cincinnati and St. Louis. He made rapid progress with his studies, and showing a distinct aptitude for the legal profession, decided to study law and accordingly entered the St. Louis Law School where he graduated with the degree of LL.B.

He was admitted to the bar on June 15, 1882, before he had attained his majority. He at once commenced the practice of law, and on Mr. James L. Carlisle resuming practice in September, 1891, a copartnership was formed and the law firm of Carlisle & Ottofy became among the best known in the city.

Mr. Ottofy married in October, 1891, Sarah B. Sitlington, of Columbia. This family includes a step-daughter named Bessie Sitlington, aged seven years, and a son named for his law partner, James Carlisle, who was born April 3, 1893.

He is an exceptionally able and bright lawyer but little over thirty years of age, and it is the opinion of the legal profession that an honorable judicial career is before him. A man who commences practicing law before he is twenty-one years of age; and who, by the time he is thirty, is looked upon by the profession generally as an expert, can hardly fail to be called upon to serve his city or State on the bench.

He is a member of Occidental Lodge, No. 163, A. F. & A. M., and Royal Arch Chapter, No. 8; also of the Royal Arcanum, A. O. U. W., and Order of Eastern Star, and the Mercantile Club. Although a member of these organizations he is domestic in his habits, and a consistent member of the M. E. Church South.

Mr. Ottofy may be described as a very representative member of the younger class of lawyers who are forcing their way to the front and making their influence felt in a very conspicuous and important manner at the bar.



L. FRANK OTTOFY.

O'REILLY, THOMAS, M.D.—The subject of this memoir was born in Virginia, County Cavan, Ireland, on the 11th day of February, 1827. His parents were direct descendants of the most ancient of the Irish race who, through the vicissitudes of fortune incidental to the civil wars under Cromwell and his successors, retained their social respectability by the sacrifice of their vast estates.

They had, however, the foresight to realize that a good education was the most certain dowry they could bestow upon their children,



and they had the good fortune to live and enjoy the satisfaction of seeing their wisdom verified.

At an early age the Doctor developed great precocity of genius. Before he was twelve years of age he had read and translated Ovid, Virgil, Salust, Horace, Livy and Cicero in Latin; the New Testament, Lucian, Homer and Xenophon in Greek, and fully comprehended algebra and geometry. Relying on his ability to pass the preliminary examination required before entering a medical school, he presented himself before the court of examiners of the Apothecary's Hall, Dublin, Ireland, and passed with honor, though he had not quite attained his thirteenth year. This enabled him to commence the study of his profession, which he did immediately by entering a drug store, where he obtained a thorough knowledge of drugs, their composition and uses.

He then became assistant to the celebrated Dr. John Francis Purcell, of Carrick-on-Suir, Ireland, under whom he had vast experience, both in the fever hospital, and in the hospital of the Carrick-on-Suir Union Work House.

Dr. Purcell accompanied the Earl of Bissborough to Dublin, when the latter was created lord-lieutenant of Ireland, and Dr. O'Reilly followed them. In Dublin he continued the study of his profession at the Meath Hospital and Original School of Medicine. In the former place he soon obtained the position of assistant clinical clerk, and by assiduity and care was advanced to the higher grade of chief clinical clerk under the celebrated Doctor Stokes and Sir Philips Crampton, father of the Crampton who for many years was British minister to Washington, D. C.

At this time his duties were most onerous and trying. The great famine of 1845-'46-'47-'48, prevailed. Destitution, poverty and death were everywhere over the unfortunate country to such an extent as to excite the commiseration of the civilized world, and from no place did Ireland receive aid equal to the practical efforts of the people of the United States, whose opportune relief went a long way towards alleviating the mental, if not corporal, misery of the Irish

people in those years. All the hospitals in Ireland were charnel houses of sickness and death, and the French government desirous of advancing medical science by settling the disputed point as to the difference between typhus and typhoid fevers, sent a commission of medical men to Ireland so that they could carefully examine this disease when it was so prevalent, and report to the French Academy of Medicine.

To this commission Doctor O'Reilly was appointed anatomist, but scarcely had they entered on their duties as commissioners before each member was prostrated by typhus fever, and of their number one member, Dr. John Oliver Curran, died. This broke up the commission, as the other members, after a most tedious recovery, returned to France, too enervated and feeble to resume their duties. In the spring of 1848 the breaking out of the French Revolution electrified all Europe and unsettled the minds of all the students, who had an ardent aspiration for the liberties of mankind, and who, having witnessed the misgovernment by which so many perished in Ireland, hoped to change that government.

The Dublin students were no exception to this excitement, as almost all of them were enthusiastic young Irishmen, and Dr. O'Reilly, desirous of making himself as useful as possible in this cause, threw up his Dublin appointments and proceeded to Carrick-on-Suir, which was the center of the young Ireland movement at that time. Here he remained, awaiting any efforts that might be made by men determined to sacrifice themselves for the sake of their unfortunate country, until the fiasco at Ballingarry satisfied him that all chances of a successful insurrection were at an end. With a heart bowed down with scenes of human misery for which there seemed to be no relief, he returned to Dublin to finish his medical education, so as to be in a condition to leave behind him Ireland and her sorrow.

In June, 1849, after taking out his diploma in the College of Surgeons, he embarked for the United States with the hope that the sea would separate him from the companionship of suffering which attended him during the preceding



*Thomas Reilly M.D.*



periods of his life. However, he was disappointed, for in mid-ocean cholera made its appearance amongst the crew of thirty men, and in less than eight hours six of them were consigned to a watery grave. The captain was panic-stricken, as he thought there would not be a seaman left to work the vessel; but fortunately the remainder were spared. It then attacked the poor emigrants, of whom between six and seven hundred were on board, and in ten days prostrated one hundred and twenty-five of them.

The ship was a perfect Golgotha, as all on board were more or less sick and awaited their end with melancholy resignation. Yet a curious incident connected with this voyage was that all sickness ceased as suddenly as it had broken out when the ship entered the Gulf stream; so that when she arrived in New York not a case of sickness was on board. The history of this voyage created a profound sensation in New York, and the papers for several days were filled with detailed accounts of it; nor were the passengers, now that danger had passed, unmindful of the obligations due to the Doctor, who, with most inadequate means, was unceasing in his efforts, both night and day, to lessen their suffering and save their lives. They presented him with a well-filled purse and a most flattering address of thanks, which, with the notoriety received from all the New York papers, would have enabled him to enter on a large practice there; but as a near relative, Count Alexander O'Reilly, had been the first governor of Louisiana, under Spanish rule in 1768, he had an anxious desire to see a country whose early history had been framed by his ancestors. When he arrived in St. Louis he found himself without an acquaintance and without money, so there was no alternative but to remain here. Relying on the appreciation of a generous public, he placed himself at their service by attending so strictly to his professional duties that for a period of eleven years he never lost a week from his office. He then revisited his native land, and while there realized that civil war was inevitable in the United States, so he

returned, to learn off Nantucket light-ship that Fort Sumpter had been captured by the Confederates. Believing that the overthrow of this government would be a calamity to the human race, he hurried on to St. Louis, where he found the Confederate flag floating and many of his countrymen in arms ready to support it.

He arrived in the city at noon, and the *Evening Intelligencer* of that day contained a strong address to American citizens, asking them to consider the consequences of overthrowing a government of whose existence, except for its beneficence, they to that time were unconscious. The effect of this was to set many of them thinking who unwittingly had joined the Confederate cause. During the war he placed himself at the disposal of the Government for any duty required of him, and was employed in many important missions. When the war was over he commenced the agitation for the establishment of a series of public parks around the city limits, which at that time extended only six hundred feet west of Grand avenue. His personal persuasion induced the late Mr. Shaw to donate Tower Grove Park, one of the first of this park system, which now adorns our city; and he was amongst the first of the commissioners appointed to lay out Forest Park.

During the last ten years he has been actively engaged in supporting the cause of the Irish people in their efforts to obtain home rule, and has been unremittingly engaged in his professional practice. He has written some medical papers which were very generally copied by the journals. One was the "Beneficial Influence of Tobacco as an Antidote for Strychnine Poisoning;" second, "The Influence of Rest and Recreation as a Cure for Nervous Prostration."

The last one was on hygiene. Dr. O'Reilly is still engaged in active practice, with a clear mind and keen conception, so that it is to be hoped that he will leave behind him a work descriptive of his vast experience and deserving of a place in the medical literature of the age. During the time he acted as chief clinical clerk in the Meath Hospital, the death of Clarence Mangan, the greatest of modern Irish poets,



took place in that institution. This event being now clouded in obscurity, has led to mistakes on the part of his modern biographers as to the conditions of his last end. How Mangan entered the hospital, Dr. O'Reilly cannot say, as he has only his memory to rely on, but he presumes that it was as an ordinary patient, for on the morning after, Dr. Stokes recognized him amongst the other patients of the public ward, and ordered him removed to a private one where, at Dr. Stokes' expense, everything that could render his last days comfortable was bestowed upon him. His physical and mental condition were weak, so that he could little realize the tender care with which he was nursed, both by physicians and students, and he passed away some time in either May or June of 1849.

ORRICK, JOHN CROMWELL, may be described without flattery as one of the most able lawyers in the West and as one of the most influential and reliable citizens of St. Louis. Although not yet fifty-four years of age, he has had charge of interests involving millions of dollars, and his zeal on behalf of his clients has resulted in saving immense sums of money to them.

It is specially gratifying to note that Mr. Orrick is a Missouri man, having been born at St. Charles, on October 25, 1840. His father, John Orrick, was a Virginian, belonging to the famous Pendleton family of the Old Dominion. He moved to Missouri in 1834, and ten years later was sent to the State Legislature by St. Charles county as a Whig, although the county was regarded as safely Democratic. Mrs. John Orrick was formerly Miss Urilla Stonetraker. She was born in Hagerstown, Maryland, whither her family had removed from Pennsylvania, in which State their ancestors had settled at a remote period.

Mr. Orrick, the subject of this sketch, received a thorough literary education, the foundation of which was laid at the Avondale Academy, and completed at the St. Charles College, graduating from that institution in the class of 1859. He then took the law course in the law school of Harvard College, graduating in the class of

1861, with the degree of Bachelor of Laws. He then returned to St. Charles and commenced the practice of law in the office of Mr. Thomas W. Cunningham.

His legal career was, however, interrupted at the outset by the war. He espoused the cause of the Union and set himself to work to organize a military company, which was placed under the command of Colonel Arnold Krekel. For two years he himself served as captain under General Lewis Merrill, in North Missouri. In 1863 he was appointed counselor for the North Missouri Railway Company, now known as the Wabash & St. Louis, and he held this position for nine years. In the same year he was appointed by Governor Gamble, United States district attorney for the Nineteenth Judicial District, to fill the unexpired term caused by the resignation of Mr. W. W. Edwards. He was elected for another term in 1864, but resigned after two years, in order to become a candidate on the Republican side to represent St. Charles county in the Legislature. He served for two terms, and in 1868 was elected speaker, being the youngest man ever to occupy the chair. He proved an able parliamentarian and a very impartial presiding officer, and although he was the youngest speaker Missouri has ever seen, he was certainly one of the best.

The very difficult question of dealing with the former secessionists came up for settlement, and there was a great divergency of opinion among prominent politicians as to the course to be adopted. Mr. Orrick, then speaker, advocated the removal of disabilities from those disfranchised. It is well known that he was largely responsible for the drafting and submission of the amendment to the constitution, dealing with the problem in a liberal and large-hearted manner, which enfranchised the rebels and their sympathizers.

Public feeling ran high at the time, and Mr. Orrick, who had offered a resolution in this direction in the Republican caucus and secured its adoption, ran the gauntlet of a great deal of bitter criticism; but he recognized that the amendments would, if adopted, cause the State



*James C. Orrick*



to leap forward more than a generation in its march of progress, and the results have more than justified his expectation and prediction.

Mr. Orrick came to St. Louis in 1871, in order to have a wider and more lucrative field in which to practice his profession, and from that time until the present he has been regarded as one of the leading members of the St. Louis bar, and has devoted himself exclusively to his practice. While in St. Charles, Mr. Orrick was in partnership with W. W. Edwards from 1863 to 1864, and afterwards with Colonel Benjamin Emmons, an able practitioner at the bar of St. Charles and adjoining counties. This partnership was continued until 1874, with offices in St. Louis and St. Charles, Colonel Emmons remaining in St. Charles. In 1874 Mr. Orrick formed a partnership with General John W. Noble, late secretary of the interior; this partnership was dissolved on January 1, 1888, and Mr. Orrick has been practicing alone since.

Mr. Orrick gives his attention entirely to the practice in civil cases, and has been counsel in many important and stubbornly-contested cases. He was attorney for the St. Louis, Kansas City & Colorado Railroad, and as such conducted very successfully a series of important and intricate litigations; notably, the contest with the Wabash Railway to obtain entrance to the Union Depot by the use of its tracks through Forest Park into the city, and it was decided in favor of the plaintiff in the Supreme Court of the United States.

Noble & Orrick were also the attorneys for the St. Louis Gas Light Company during the prolonged litigation between the company and the city, in which a favorable decree was obtained for their client.

Mr. Orrick was married in St. Louis, June 16, 1869, to Miss Penelope Allen, a daughter of Hon. Beverly Allen, an old and prominent lawyer of this city. They have three children—Allen Cromwell, Christine and Florence King.

WELLS, ROLLA.—Although not, as his father—a brief record of whose career can be found on pages 141 and 142 of this work—a self-made

man, Rolla Wells early proved himself no less energetic, self-reliant and talented and able to take up his father's work where it was left off and carry it forward to the highest results of which the opportunities created by the latter were capable. His father was the late Erastus Wells, at one time omnibus driver in St. Louis, and afterwards railroad builder, capitalist, United States congressman and publicist. He was a man of remarkable energy, common sense and solid, sound judgment, and in his career illustrates the immense possibilities American life and conditions hold for the young man who has the talent, industry and determination to grasp them and rise above adversity of circumstance.

Rolla Wells is one of three children born to Mr. Erastus Wells' first wife, who was a daughter of John F. Henry, of this city. He was born in St. Louis in 1856, and was educated at Washington University. He completed his education and left the institution at the age of twenty, immediately entering the employ of his father for the purpose of acquiring a practical business training. He quickly manifested his good judgment and ability to learn and was soon made assistant superintendent of the Missouri Street Railroad, then under the management of that street railroad expert, Alfred W. Henry. He showed himself so well adapted to the requirements of his position, and administered the affairs of his office with such fidelity and exactness, that, on the death of Mr. Henry, he was promoted by his father to the responsible position of general manager of the Olive street line. From 1879 to 1883 he conducted its affairs, leaving it one of the most important and best-paying roads in St. Louis, in fact, by the last named year the property had become so valuable that a syndicate was formed and such a handsome offer made to the elder Wells that he sold the controlling stock, and the line passed out of his hands.

After the reorganization of the affairs of the road had displaced Manager Wells, he became actively interested in the cotton and linseed oil business and to a greater or less extent in a number of other enterprises. About this time



the health of his father began to fail and the weight of his varied and responsible interests fell on the son. The infirmities of the father increasing, soon caused the entire superintendency of his business to rest upon Kolla, who was the responsible head of the various interests up to his father's death in 1893, since which time he has been actively engaged in the settlement of the estate as administrator. Both before his father's death and since, he has shown his capacity for great affairs, as well as an ability to keep in mind and successfully manage a great multiplicity of interests. He has certainly displayed a high degree of talent as a business man and occupies a place as one of the leaders of the local commercial world.

Mr. Wells is a lover of the country, and has a strong inclination towards an agricultural life. He is especially fond of blooded stock, and is considered an authority on fine horses. For many years he has taken a deep and active interest in the success of the St. Louis Fair Association and Jockey Club, and the stockholders, taking advantage of his executive ability and his knowledge of horse-flesh, elected him president of both the Fair Association and Jockey Club. This office was not one of nominal duties or merely honorary attributes for Mr. Wells by any means, for the general management of both concerns gradually passed into his hands.

So well did he fill both positions of responsibility that he served three terms at the earnest solicitation of his associates, and could probably have held the office indefinitely had he consented to do so. Although the duties of the place were both heavy and exacting he administered its affairs with less friction and to the better general satisfaction of stockholders and public than had any officer for years previously, and it was with the deepest regret of all concerned that he resigned the presidency in the fall of 1893, the business of the Jockey Club, Fair Association, his father's varied affairs and his own commercial interests, proving too much for even a man of his quickness, grasp of affairs and industry to see to. Since his resignation he has devoted his attention to his own affairs and his father's estate.

Too often the boy born to an established position and with great wealth at his command finds little incentive to make any exertion in any direction and frequently degenerates into a nonentity. Mr. Wells is certainly a striking exception to such a rule, and has already by his own efforts proved his ability to take and hold his place as one of the leaders of men, and that he realizes the responsibility of proving himself a worthy son of an able and noble father. Although still young in years his judgment has the ripeness of maturity, and with the confidence of his fellow-citizens and many successes already attained, to his credit, his future seems full of the brightest promise.

Mr. Wells is married, as are most men who fully realize their whole duty to themselves and humanity. He has an interesting family, consisting of a wife and four children, the former being before her marriage Miss Jennie H. Parker, of this city.

JONES, JAMES COULTER, is a young man of marked popularity and gives promise of becoming as successful as his father in his chosen line of work. He is a lawyer, and since his admission to the bar, excepting two years, has been in partnership with his father, Judge William C. Jones, who for forty years has been a barrister, and for almost as long a period has been before the people of St. Louis as a publicist and man of affairs. The Jones family is of English origin, which at an early day came to America and spread over Virginia and Kentucky. James C.'s mother was Mary Chester before her marriage.

Mr. J. C. Jones was born in St. Louis, March 23, 1866, and was educated in the public schools of this city. At fifteen years of age he went to Marshall, Texas, and while there studied law in the office of Hon. Amory R. Starr. When eighteen years old he returned to St. Louis, was admitted to the bar, and for two years practiced law alone, and then formed the partnership with his father which has since continued. He devotes special attention to life and accident insurance law, and had charge of that



Rollad Wells



feature of the celebrated Vail and Stipel cases.

Mr. Jones married Miss Mamie, daughter of James Maguire, of St. Louis, and niece of Archbishop Ryan, of Philadelphia. They have three children.

PATTISON, HUGH T., son of Thomas and Rose (McQuellan) Pattison, was born in this city, May 8, 1857, and although he is not yet past his early manhood, is rated as one of the most successful and popular young citizens of the western metropolis. He received a fair education at the parochial schools of the city, and on leaving them went to work as office-boy for his father, who was superintendent of a packing-house of considerable size and importance for those days. He remained at this apprenticeship for about two years and then transferred his services to a grocery store, where he acted in the capacity of clerk for about three years.

He absorbed knowledge relative to all matters of a mercantile character most readily, and it was not long before his merits met with substantial recognition, with the result that he was appointed to the superintendency of the packing and shipping department of the East St. Louis Packing and Provision Company. He held this position until the spring of 1879, and then accepted a position in a like capacity with the National Stock Yards Company, where he continued until the spring of 1880, when he was compelled to resign on account of ill health.

A period spent in the country restored him to health, and on his return to St. Louis he arranged a partnership with Gustave Orth, and under the firm name of Orth & Pattison they opened a grocery on Sixteenth street. Within about a year Mr. Pattison sold out to his partner and opened a grocery on his own account at Elliott and Cass avenues. He conducted this business very successfully for four years, and then disposed of it to accept the position of superintendent of the Union Club-house, where he continued until he accepted a position in the city water rates office. Here he remained two years, or until he was called to a place in the city treasurer's office.

In 1890, submitting to the solicitation of his legion of friends, he became a candidate for office, aspiring to be clerk of the Criminal Court. He was elected, and since November, 1890, has administered the affairs of the office with marked tact and sagacity and in a man-



HUGH T. PATTISON.

ner to greatly increase his popularity.

Mr. Pattison is married, his domestic partner having been before marriage Miss Josie Frainey, of this city.

HUTCHINSON, ROBERT RANDOLPH, was born at Petersburg, Virginia, August 28, 1837, son of Rev. E. C. Hutchinson, D.D., and Lucy B. (Randolph) Hutchinson; was educated at the University of Virginia and the University of Berlin, Germany. After finishing his university course abroad he returned to the United States,



and was admitted to the bar in 1860. He came to Missouri in 1844. On the breaking out of the civil war he espoused the cause of the South, and entered the First Missouri Infantry Regiment in the Confederate army, and served as assistant adjutant-general of Bowen's Missouri Brigade and Division, until the fall of Vicksburg. From that time until the close of the war he served in Rodes' Division, Jackson's Corps of the Army of Northern Virginia, as assistant adjutant-general, with the rank of lieutenant-colonel.

When peace was declared, Colonel Hutchinson returned to St. Louis, and being unable to practice law on account of the test-oath applying to attorneys, he turned his attention to other pursuits, and became cashier of the Lucas Bank until its consolidation with the Mechanics' Bank, in 1879, when he was elected cashier of this institution, which position he has since held, devoting the ability and educational training that would have made him a first-class lawyer to the building up and extension of the business of the institution in which he holds so responsible a trust.

JONES, GEORGE P., is a native of Louisville, Kentucky, where he was born September 14, 1855, nearly half a century ago. He was brought to St. Louis when but four years of age. His father, Henry Jones, was a prosperous physician, and followed his profession for many years in Louisville, but on locating in St. Louis retired from active practice. His mother's maiden name was Eliza Kate Carlisle.

The lad received a thorough common school education in the public schools of the city, and when he had progressed as far as these schools could take him, he then took the regular commercial courses at Jones' Business College. Immediately after his graduation from the business college, employment was offered by the Western Oil Company: he accepted, and this was the beginning of his commercial career in a line of business in which he has continued ever since. His time of service with this company continued over a term of five years, or until the

Western was bought out by the Inland Oil Company. Mr. Jones had become such a valuable man in the business that the new company made him an offer of employment, which he accepted.

After three years he was ready to go into the oil business for himself, and he accordingly became connected with A. A. Speer & Company, the style of the firm becoming Speer, Jones & Company. This firm did business for five years, or until Mr. Jones bought out Mr. Speer's interest, and has since conducted the business as sole proprietor, under the style of George P. Jones & Company. A large part of his trade lies with railroads, although he sells largely to manufacturers, for whom he makes a line of specialties.

Mr. Jones has been a member of the Merchants' Exchange for twenty years. He is also a member of the Mercantile Club, and in fraternal circles belongs to the Royal Arcanum and the Legion of Honor. He was married May 15, 1881, to Louise C. Crofton, of Bloomington, Illinois. Three children have been born to them, only one of whom is living.

RICHARDSON, WILLIAM C., M.D., was born March 12, 1849, near Davenport, Iowa. His early years were spent on a farm, principally in Illinois, where his father removed while he was quite young. He entered the army in 1863, being then but fourteen years of age, enlisting as a private in the Seventeenth Illinois Cavalry. He served during the remainder of the war, and at its close was honorably discharged. He is now a member of Ransom Post, G. A. R.

In 1864, while on a special service in St. Louis, he became so well impressed with the city as a field of future usefulness, that at the end of his term of service in the army he determined to locate here to practice his chosen profession. After completing his studies, he began the practice of medicine and surgery in St. Louis.

In 1870 he married Miss Dinah Verdier, an accomplished lady, a native of France, but reared and educated in St. Louis.

Dr. Richardson has been from the commencement of his medical career an enthusiastic and untiring student of his profession, and he soon became recognized as one of the lights of his school. He was appointed adjunct professor of diseases of women in the Homœopathic Medical College of Missouri in 1869, and in 1873 was made professor of obstetrics and surgical diseases of women, which position he still holds.

In 1878 he was elected treasurer of the college and later dean, which office he now holds. From 1875 to 1878 he was editor of the *American Observer*, and in 1880 of the *Medical Courier*, and is a frequent contributor to the medical journals and societies, including local, State and national, in all of which he holds an active membership.

Amidst all this multiplicity of work, Dr. Richardson has found time to do something in the way of authorship. In 1876 he published a small treatise on cholera infantum and other diseases of children; and in 1878 a text-book on obstetrics, which has become a standard work, not only in the medical schools of this country, but in Europe.

The Doctor is one of the best-known men in this community, being connected most extensively with the A. O. U. W. He was initiated into Enterprise Lodge, No. 5, of St. Louis, in March, 1876; the following month the Grand Lodge of Missouri was instituted. At this session he was elected Grand Recorder, and held the office continuously up to March 1, 1894.

The Doctor's great interest in the order was made manifest by inaugurating a more perfect system of medical examination, which has proved to be the most perfect yet devised by any beneficiary order. It was adopted by the Supreme Lodge unanimously, and the Doctor was at once appointed supreme medical examiner under it. While occupying this position he compiled a book of instructions for medical examiners, which is the recognized guide for over ten thousand medical examiners throughout the entire United States and Canada.

From 1882 to 1888 he was chairman of the Supreme Lodge Committee on Vital Statistics, and his reports have circulated all over the world. He is known everywhere as *the* authority on vital statistics relating to the work of beneficiary societies. His reports show great study and research.

In November, 1892, he was elected public administrator of the city of St. Louis for a term of four years. He had always before kept out of poli-

tics, but the Republican party, with which he has always been identified, was so earnest and emphatic in tendering him this nomination, and subsequent election, that he was finally constrained to accept it. His election that year by the largest number of votes of any one on the ticket, when everything else went Democratic, was a mark of the high esteem in which he is held by the community.

All of the time that can be spared from his practice is devoted to the promotion of the welfare of two of our best-known institutions, the



DR. WILLIAM C. RICHARDSON.

Homeopathic Medical College of Missouri and the Ancient Order of United Workmen, in both of which he is honored with the highest official positions.

Dr. Richardson is a fluent lecturer, and his reputation as a speaker is such that he is often called upon to deliver public addresses for societies and institutions of learning. His reputation as a consultant and surgeon is so extensive that he is frequently called to distant cities for consultations and to perform operations.

PLATT, HENRY S.—While Kentucky and Virginia have furnished their quota of forceful men who have made St. Louis the great city she is to-day, no less a number of men of this character who have become the leading merchants, manufacturers, bankers, and professional men of St. Louis, were born in New York. Many other Northern States are represented here, notwithstanding the fact that St. Louis is sometimes said to be a southern city, inhabited only by southern people.

Among the other prominent St. Louisans native of New York is the subject of this sketch, who was born in the quiet little village of Angelica, in Alleghany county, October 19, 1828, and therefore lacks but four years of having reached his three score years and ten. He is the son of Theodorus James P. and Melissa A. Platt, whose maiden name was Bellinger, and, although educational facilities were not of the best in that early day even in New York, the lad received a fairly good education in the common schools of the State.

Some men absorb knowledge from every source, and with little regular schooling are still well educated men, while others after attending schools and colleges for years have yet learnt little, for where the natural talents exist education is easy. Mr. Platt was endowed at birth with natural talents of a high order, and he was therefore enabled to make the most of meager educational facilities, and these natural endowments have subsequently contributed largely to his material success.

In 1846, or when about eighteen years old,

he became imbued with the idea that the West was the place for a young man, and he accordingly bade his relatives and friends good-bye, and in April of the above-mentioned year landed in St. Louis. He thus became to some extent a real pioneer, for while St. Louis in that day was of certain relative importance, it was far from being actually more than a good-sized town. After reaching the town he formed a connection with the drug firm of Barron & Rothwell, then located on Pine street, between Main and Levee, intending to learn the business.

However, the war with Mexico was brewing and soon broke, and the young druggist after a year's service with the firm was moved to enlist under Colonel A. R. Easton and Lieutenant-Colonel Ferdinand Kennett in Company B. He served, however, only from May until August, in which month he returned to St. Louis, and with the limited amount of capital which he had acquired opened a small drug store on the northeast corner of Seventh street and Franklin avenue. He conducted a very successful and constantly expanding business here until 1862, when he went into partnership with Robert Thornburgh, and with their capitals thus combined the retail drug business was abandoned and a paint, oil and glass business established.

As Mr. Platt is essentially a business man, and as the business which he so prosperously conducted for so many years is very closely identified with and reflects his personality, it is fitting that a few facts relative to the same should be here given. Mr. Platt judged rightly that there was a demand for such commodities that would amply support a house dealing in them exclusively, and the firm was prosperous from the day of its institution. Ever ambitious, Mr. Platt was not content with the field of labor offered by the paint, oil and glass business alone, and with an energy of a kind that is the moving force of commerce, in 1865, he, in connection with other gentlemen, established a white lead manufacturing plant at the corner of Main and Lombard streets.

This business was run under the firm name of



Yours Respectfully

H. S. Hatt

—  
"





Platt, Thornburgh & Company until 1867, when it was incorporated as the Southern White Lead Company, a name that was afterward carried to every point of the country by the company's products. Of this company Mr. Platt was made vice-president, and like every other measure with which he has been connected, the mills did a big business until 1889, when, upon the formation of the lead trust the Southern Mills were absorbed, and are now conducted as a part of the huge corporation. In March, 1880, the paint, oil and glass business was incorporated as the Platt & Thornburgh Paint and Glass Company, with H. S. Platt, president; Robert Thornburgh, vice-president, and H. W. Hayden, secretary. In December, of the same year, Mr. R. Thornburgh died, and his son, W. H. Thornburgh, took his place as vice-president. Mr. Hayden also died soon afterward and was succeeded in the secretaryship by H. Boardman. In February, 1890, Mr. Platt, finding that his health was failing him, retired from active business, turning his business over to his sons. This made necessary another reorganization of the company, and W. H. Thornburgh was elected president; Philip C. Platt, vice-president; H. Boardman, secretary, and C. R. Platt, assistant secretary; and H. S. Platt, Jr., superintendent. In connection with this business the company has erected a five-story building for the purpose of storing and handling paints, glass, etc. The fact that St. Louis is the leading paint and glass market in the country, and that the house is the largest in the city, will give some idea to its importance.

Much of the present success of the business is undoubtedly due to Mr. Platt, as his sound judgment and energy have played a most important part in the company's history. He is an excellent citizen, respected by all who know him, and is a man of inflexible integrity and honesty. Many demands have been made on his ability in the conduct of enterprises outside of the business with which he has been regularly identified. He was one of the original organizers of the Crystal Plate Glass Company, of which he is still a director; he is also one of

the original founders of the Franklin Bank, and is still connected with the institution as a director.

Mr. Platt has had a large family of children, seven of whom, six sons and one daughter, are yet living. All are children of intelligence and promise, and are a great support to their parents in their old age. Mr. Platt was married October 15, 1851, to Miss Elizabeth W. Barnes, of Philadelphia, Pennsylvania.

LASHER, ROBERT E., son of Eli and Mary (Kellogg) Lasher, was born at Hillsdale, New York, June 30, 1848. He attended the Hillsdale district schools three or four months in the year until twelve years old, when he went to work on his father's farm. In 1862 he secured other employment, and in 1866 turned his attention to carpentering, but later decided to learn the carriage business and entered the South Egremont (Massachusetts) carriage factory. In 1871 he removed to Lincoln, Nebraska, and for sixteen months worked at his trade, but in 1872 came to St. Louis. For six years he worked hard at his trade, putting by money monthly with a view to go into business for himself. In 1880 he commenced manufacturing kitchen safes, under the firm name of Campbell & Lasher, but sold out, and in 1881 established the firm of R. E. Lasher & Co., with a furniture manufactory at 1424 North Main street.

In April, 1883, the factory was partly destroyed by fire. Afterward he purchased the vacant lots 2722 to 2730 on South Third street, upon which he erected a modern and splendidly-equipped one-story brick factory, covering a space of 85x152 feet, which later was increased in size by the addition of one story, and it is still occupied by its enterprising builder.

In February, 1884, Mr. W. H. Martin was admitted to partnership, but in 1889 the founder of the firm purchased his interest from him. Seventy-five skilled mechanics are now employed in the establishment. Mr. Lasher was a member of the old Furniture Board of Trade, and

continued his membership when, in 1888, it was reorganized. In 1891 Mr. Lasher was elected president of the board.

St. Louis is now one of the three great furniture manufacturing cities of America, and to Mr. Lasher is due much of the credit for forcing the business of his choice to the front.

ADAMS, ELMER B., was born October 27, 1842, at Pomfret, Windsor county, Vermont. His parents were Jarvis and Eunice (Mitchell) Adams. He received a thorough collegiate education, graduating from the Kimball Union Academy, at Meriden, New Hampshire, in 1861, preparatory to entering Yale College, from which he graduated in the class of 1865. He then made a tour of the Southern States as a correspondent and agent for certain wealthy and philanthropic citizens of New York and Philadelphia, who desired to contribute to the education of the children of the indigent whites in the South. In furtherance of this design, Mr. Adams inaugurated a system of free schools in Atlantic and Milledgeville, Georgia, with the aid furnished by the New York and Philadelphia parties, erecting school-houses and employing teachers, part of whom were drawn from the North and part from the South. These schools were devoted exclusively to the education of poor white children, and were supported for one year by the parties represented by Mr. Adams.

After spending a year in the South, Mr. Adams returned to Vermont and began reading law in the office of Governor P. T. Washburn and C. P. Marsh, of Woodstock, where he remained for two years, except during one term at Harvard College Law School in 1867. After being admitted to the bar in Vermont, in 1868, he came to Missouri and was admitted to the bar in the same year. He at once began the practice of law and remained alone until 1872, when he entered into partnership with Mr. Bradley D. Lee, which continued until January 1, 1879, when he took his seat on the Circuit Court bench, to which he had been elected on the Democratic ticket in November preced-

ing, having defeated Judge David Wagner, ex-chief justice of the Supreme Court of Missouri.

Judge Adams served the full term of six years for which he had been elected and declined a re-election, preferring to return to the practice. On retiring from the bench in 1885 he formed a partnership with Judge W. F. Boyle and Mr. John E. McKeighan, under the firm name of Boyle, Adams & McKeighan, which was continued until January 1, 1892, when it was dissolved by mutual consent, and Judge Adams and Boyle formed a partnership under the name of Boyle & Adams.

While Judge Adams was on the bench cases involving the enforcement of the laws for the collection of delinquent taxes and winding up of insolvent insurance companies came before him for adjudication. He held those laws to be valid and established a precedent for their enforcement. The principles of law involved in these cases were new and unsettled when brought before him.

Since he retired from the bench, Judge Adams has been employed as counsel in many of the most important cases that have come before the courts in this State, among which we might mention his connection as attorney for the receiver of the Provident Savings Bank, as one of the attorneys of the Laclede Gas Company in its important litigation with the city, and has represented several corporations in opposing the anti-trust law enacted by the Legislature in 1889, the most notable of which was the defense of the Simmons Hardware Company in the suit brought by the State to forfeit the charter of that corporation for an alleged violation of the act of 1889. He is also attorney for the Lindell Railway Company.

Judge Adams is a thorough lawyer and does not permit anything to divert him from his profession. As a judge on the bench he was a model of courtesy to the bar, and his decisions and rulings were marked by that strong sense of justice and clear perception of right which characterized in every age the well-trained lawyer and the profound jurist.



*E. B. Adams*





During the summer of 1883 Judge Adams spent his vacation in Europe, returning in October to resume his official duties. He visited many places of historic interest and came back benefited in every way by his trip.

Judge Adams was married September 10, 1870, to Miss Emma Richmond, of Woodstock, Vermont.

STOFFEL, REMY JOSEPH, M.D., son of Remy and Adelaide (Marys) Stoffel, was born in Paris, France, December 1, 1850. His parents came to this country when he was an infant, leaving him in care of his grandmother in Paris; and his father was in business in this city as a wall paper and carpet merchant between the years of 1855 and 1878.

In 1860, when he was nine years of age, young Remy came to this country and attended school at the Elliot (now the Eads) School. He remained here for six years, acquiring a sound education, and on reaching his majority went to St. Vincent's College at Cape Girardeau, Missouri, where he graduated in the commercial department after two and a half years' study. He then taught school at Evansville for a year, and for another year at Sparta, after which he returned to St. Louis, and selecting medicine as a profession studied under Doctor Booth, of Belleville, and Doctor Hodgkins, of this city.

In 1877 he entered the St. Louis Medical College, where he graduated in 1880, obtaining his diploma with honors. He at once com-

menced to practice medicine in St. Louis, and in the year 1890 was appointed attending physician to the medical department of the Alexian Brothers' Hospital. Doctor Stoffel is a kind and able physician; and by giving every case which is brought under his notice his most careful attention, he has succeeded in getting a large and paying practice.

He is a member of the St. Louis Medical Society, the Missouri State Medical Association, and the American Medical Association. He is also

a prominent member of nearly all of the benevolent and beneficiary orders.

In the year 1880 Doctor Stoffel married Miss Mary E. Green, of this city, a lady who has been identified with the public schools and has attained a very high reputation as a teacher, her last and best work being at Humboldt School. Their family at present consists of two girls and two boys, who, fortunately, inherit the ability and industry of both their parents, and are making rapid progress.



DR. R. J. STOFFEL.

TERRY, JOHN H.—The real estate men of St. Louis stand high as a class, both because of their energy and responsibility, and there is none among them better known or more generally respected than John H. Terry, of the firm of Terry, Scott & Company, doing business at 623 Chestnut street.

Mr. Terry was born in a farm-house in Seneca county, New York, in the year 1837. In him is combined both the blood of the English and Irish, a combination that makes the strongest and most energetic men of the Caucasian race.

His father, W. James Terry, was of Irish descent, and was reared on Long Island. Mrs. Terry was of a good old English family, but was born in New York. Mr. and Mrs. Terry were the parents of a family of ten children, of whom the subject of this sketch was the eighth.

Like most men who have succeeded, young John was taught the lesson of industry and self-reliance by hard work. While a boy he worked on his father's farm, and attended the district school in the winter. New York has always been blessed with good public schools, and at the age of twenty the young man was possessed of a good common school education. At this time the question of his vocation in life came up. His father tried to induce him to follow in his own footsteps and become a farmer, but the boy was ambitious and determined to embark in a professional career, his heart being set on becoming a lawyer.

In 1859 his father died, and a year afterward the young man entered the Albany Law School, having already taken preliminary courses at Trumansburg and Ithica academies. He had not sufficient money to complete his legal education, and was compelled to work several hours each day to pay expenses. Whenever a young man is compelled to pay for his own education by hard work, he shows he is made of the metal of which success is coined. In 1861 Mr. Terry graduated with honor, and returning to Ithica, entered the law office of Boardman & Finch, then the leading practitioners of that section of the State.

Scarcely had he gotten fairly started on his legal career when the war broke out. Being always a man with a high sense of honor and duty, he could not remain at home when his country needed him, and actuated by these noble impulses he enlisted as a private on August 17, 1862, in Company D, One Hundred and Thirty-seventh Regiment, New York Volunteers. He did untiring work in raising this company at his old home in New York, and when he had finally succeeded, his companions in arms, recognizing his evident courage and ability, rewarded his

good work by electing him captain, his commission being dated August 28, 1862. The company was mustered into the United States service September 20, 1862, the regiment being a part of the Third Brigade of the Second Division of the Twelfth Corps, Army of the Potomac, commanded by General Henry Slocum. Captain Terry made a brave soldier and an officer that all his men loved and trusted on every occasion where danger threatened. He served through all the campaigns of the Army of the Potomac, participating, among others, in the battles of Fredericksburg, Winchester and Chancellorville. On the third day of the last-named battle he was severely wounded and carried off the field. Owing to this wound and incidental ill health, he was compelled to resign his commission and retire from the army the June following.

After the war he spent some time at his old home in New York State, and likewise lived for a time at Washington, D. C. Seeking an opportunity for an opening, none offering in the East, he concluded to try the West, just then beginning the wonderful growth inaugurated by the change and upheaval caused by the war. Starting on a tour of the West, he stopped at Ravenna, Ohio, long enough to review and polish up his legal learning, which had become rusty through his years of military service.

In the summer of 1865 Mr. Terry arrived in St. Louis, full of hope and ambition, but without a friend or acquaintance in the city, and with but thirty dollars in his pocket. However, he was in no way discouraged and set bravely to work to begin building the fabric of his fortune. That winter he delivered a course of lectures before the students of Bryant & Stratton's Commercial College, and later for some time acted as assistant United States attorney under Charles G. Mauro, finally forming the law partnership of Terry & Terry. It will thus be seen that he was not long in making his personality felt as a force in the community, which fact is further emphasized by the fact that in 1868, or three years after his coming to St. Louis, he was elected to the Twenty-fifth Gen-



Yours Truly  
Jno H. Terry





eral Assembly on the Democratic ticket. During the session he was one of the leaders of the House and his ability began to attract attention. In 1871 he was appointed land commissioner, a judicial position of importance at that time in St. Louis, and the affairs of which office he ably administered.

In 1874 he was again sent to the Legislature, but this time to the Senate. His ability was recognized by the Senate as by the House, and he was given a place on several of the most important committees, such as the committees of accounts, ways and means and criminal jurisprudence, and was chairman of ways and means and a member of swamp lands, the blind asylum and the insane committees. During the session he accomplished a vast amount of work. Gifted with forcible eloquence, a logical mind and rare personal magnetism, he won the respect and esteem of his colleagues at once, and was recognized as one of the most influential men of the body. During his terms in the Legislature he conceived and succeeded in having passed the law governing the condemnation of property in St. Louis, and the present insurance law of the State.

At the end of his term as senator he returned to St. Louis, where he decided to devote his entire attention to the law. Although he was very successful in his profession and had soon built up a legal business that placed him among the leading members of his profession, with that keen business sense that has always characterized him, he became convinced that real estate offered a more rapid road to wealth. Acting upon this conviction, he, in 1872, formed a partnership with Mr. S. S. Scott, the firm name being Terry & Scott.

The association assumed at once a position as one of the most responsible and conservative real estate firms of the city. During the activity in real estate during the past decade it has extended its business in every direction and has been very prosperous. The legal knowledge and connections formed during the practice of his profession by Judge Terry were of great advantage to the real estate firm, and many of his

old friends and clients intrusted the firm with their business in perfect confidence.

It is to be expected that a man of Judge Terry's force and character would be felt in the affairs of the community in which he lived. He has borne a good share of local public work, and was one of the organizers of the Real Estate Exchange, and its president during one term. The Mercantile Club has had the benefit of his influence and advice. He has served it as its vice-president for four years, as a director, and had also acted as chairman of the house committee, and did much for the club in the earlier days of its existence. He is a patron of *belles lettres*, and in recognition of his scholarship he now holds the presidency of the Unitarian Club, one of the leading literary clubs of the city. He is now also president of the St. Louis Property & Financial Company, and is a member of several important local societies. He organized and was first chancellor of the Legion of Honor, a very successful benevolent society, which now has a membership of 5,000.

Mr. Terry's home-life has yielded him the fullest share of domestic happiness, and has been brightened by a delightful little romance. In 1868 Judge Terry was married to Miss Elizabeth Todd, daughter of a well-known St. Louisan, Hon. Albert Todd. The union lasted twenty years, or until 1888, when Mrs. Terry died. During his boyhood days Judge Terry had known and loved Miss Vashti Boardman, who lived on a farm adjoining his father's and with whom he attended the same district school. Some circumstance caused a barrier to rise between the lovers, young Terry came West, and Miss Vashti married Edward Pearsall. In 1885 Mrs. Pearsall was left a widow. In 1891 Judge Terry went East to visit the scenes of his boyhood days, and while at his old home met Mrs. Pearsall; their love was renewed and a very pretty romance was crowned by orange blossoms September 3, 1891.

Judge Terry has four sons by his first wife. The two oldest, Albert and Robert, graduated at Cornell University in 1892. Robert is taking a medical education at Columbia College, New

York, while Albert is his father's able assistant in the real estate business.

Judge Terry's career has been most honorable and successful. Being one of the younger sons of a large family he has inherited nothing from his parents but a proper training and the virtues of industry and honesty, and he is therefore a self-made man. By these qualities he has forced himself to the front.

NASSE, AUGUST, son of August and Matilda (Werdmann) Nasse, was born in St. Charles county, Missouri, November 29, 1837. He was educated in the public schools of Gasconade county, his parents having moved when he was nine years old. In 1854 young Nasse came to St. Louis and secured a position with the wholesale dry goods house of Collins, Kellogg & Kirby. He attended strictly to his duties during the day, and being anxious to perfect his education attended night school after office hours. He remained with Messrs. Collins, Kellogg & Kirby for a period of eight years, commencing as stock boy and being promoted by rapid stages to the positions of shipping clerk, superintendent, traveling salesman book-keeper and cashier.

In the year 1861 Mr. Nasse enlisted in the Third Missouri Reserves, under General John McNeil. He served for three months with the Reserves, and then entered the State militia, in which he did active work until October, 1864, when he was mustered out. He then entered into clerical work for several commission houses, continuing until the year 1866, when he entered into partnership with Mr. Conrad Fink in the wholesale grocery business. The firm of Fink & Nasse is still in existence, the members of the firm now being Wm. G. Fink, Conrad Fink, August Nasse and Henry Gildehaus. They carry on a very large business as wholesale grocers on North Main street, their establishment extending from No. 13 to No. 19. They have traveling salesmen throughout the entire West, and are believed to do a larger business in matches and other specialties than any other house in the West. It has also a manufacturing plant and

makes a number of brands of pure spices, powdered sugared goods and extracts, besides roasting all its own coffee. It has about 350 men in its employ and maintains large branches at Clinton, Missouri, and Hot Springs, Arkansas.

Mr. Nasse is a very prominent St. Louisan, and is one of the moneyed men of the city. He is a member of the German, Union and Liederkrantz clubs, and also of the St. Louis Swimming School, of which he is a director, and the Legion of Honor. He married on March 26, 1867, Miss Caroline Fink, of St. Louis, and has three sons, August, Albert and Walter.

EHRHARDT, J. G., M.D.—Dr. F. Ehrhardt, since deceased, a native of Germany, and a graduate of the University of Goettingen, had a most remarkable and successful career in the field of medicine. After distinguishing himself in his own country he emigrated to America and located in Beardstown, Illinois, where he soon rose in his profession, and at the time of his death was known throughout the country as one of the ablest physicians and surgeons in the State of Illinois. In the fall of 1849 he had born to him a son of much promise and whose career was then destined to be one of much success and prosperity in the profession of his father.

Young Ehrhardt, the subject of this sketch, at a very early age applied himself to acquiring knowledge in the preliminary studies selected with great care as being best fitted for his successful study of medicine. After a most diligent course of study and training at the public schools of his native town, and under the careful and judicious training of a corps of tutors, young Ehrhardt began the study of medicine with Dr. F. E. Baumgarten as his preceptor. He soon entered the St. Louis Medical Collège and applied himself very studiously during three years, when he graduated with highest honors; this was in 1869.

The Doctor immediately left for the old country, with a view to completing his course of medicine, which he considered that he had only just begun, going to Germany, where he entered the University of Goettingen; here he

was ever reminded of the close connection he had to this old institution of medical learning, in that his father had graduated within its walls years before; this added much to the enthusiasm and earnestness with which the Doctor applied himself to his course.

The Doctor also studied at the universities of Berlin and Vienna, acquiring much useful knowledge and gaining experience from his association with these celebrated institutions. After three years the Doctor returned to the scenes of his childhood, and among those who were once his playmates, now grown to manhood and men of families, he engaged in the general practice of medicine, in partnership with his father.

The Doctor during these years of practice developed so largely in his profession that he found the necessity of engaging in a broader field, and looking upon St. Louis as being a city of advancement, more progressive ideas and larger opportunities, the Doctor became identified with this city in 1875, whose confidence and esteem he soon well merited and whose patronage he largely acquired. Doing a general practice of medicine, the Doctor was very successful and had a large and most remunerative practice, when he abandoned it to give his attention entirely to acquiring knowledge of the special treatment of the eye and ear, having formed an ardent desire for this specialty while attending lectures and witnessing the operations of some of the greatest then living oculists known to the

profession, among others the renowned Von Graefe, of Berlin.

So thoroughly was he possessed with the desire to adopt this specialty that he went to Europe in 1883, and there spent over one year in studying the diseases of the eye and ear in the hospitals and clinics of Berlin, Vienna, Paris and London, and having perfected himself in the knowledge of his chosen specialty, returned to St. Louis, and here established himself in a successful practice which has since grown to be one of the largest in the city.

The Doctor soon became connected with the St. Louis College of Physicians and Surgeons, being unanimously elected professor of ophthalmology and otology, which chair he still fills with credit to himself and those around him. He has extended his field of usefulness in accepting the position of consulting physician on diseases of the eye and ear to the St. Louis City and Female hospitals, and lends his assistance in critical operations



DR. J. G. EHRHARDT.

in the Pius Hospital demanding special skill.

While the Doctor does not pose before the medical world as a literary man, yet he has frequently contributed papers upon subjects which have awakened in the minds of his professional brethren considerable thought, having from time to time appeared in the *Archives of Ophthalmology*, the *Archives of Otology*, the *American Journal of American Sciences* and the *St. Louis Clinique*. The Doctor is a prominent member of the German St. Louis Medical Society.



The Doctor has extensive experience in traveling, having been abroad four times, and in 1890 was a distinguished member of the Ophthalmological Section of the International Medical Congress, then convened in Berlin.

Dr. Ehrhardt owns a very elegant home on Grand avenue, so popularly known for its many handsome residences. The Doctor takes great pride in his home and has spared no expense in furnishing and fitting it up for his family, until now it might be considered one of the finest homes in every respect in St. Louis.

The Doctor was married in 1877 to Miss Fannie Eggers, of this city and daughter of Mrs. Bertha Eggers. Mrs. Ehrhardt is a lady of varied accomplishments, of unusual brilliancy and intellect and conversational powers and in every way worthy of the noble husband whose name she bears.

BRANCH, JOSEPH W., son of Richard and Sarah Branch, members of well-known English families, was born at Rotherham, England, in the year 1826. His birthplace has been immortalized by Sir Walter Scott in the first chapter of "Ivanhoe," and is one of the prettiest and most romantic districts of England. He was a somewhat delicate child and was unable to stand the rough usage of public school life, and in consequence of this he was educated at home by his mother. Mrs. Branch was a very talented lady, and her son's education was in consequence very thorough, and quite as good as he could have obtained had he attended school at an early age. In addition to this he learned from his parents lessons in integrity and zeal which have resulted in bringing him to the front as one of the leading men of St. Louis and Missouri.

He spent much of his spare time in his father's factory at Rotherham, and when he expressed a desire to enter the counting house or office of the Globe Works, at Sheffield, his parents consented rather as an experiment than otherwise. Strange to say, the comparatively hard work of the office proved exceedingly beneficial to him, and he soon outgrew the feeble-

ness of his youth. When only eighteen years of age he had been in charge for a year of several of the most important departments of the extensive Globe Works. The proprietors of the concern had already established works in America, and not being satisfied with the results, they selected young Mr. Branch as the most suitable man to cross the Atlantic and establish their American house on a firm footing. The undertaking was a serious one for so young a man, but Mr. Branch undertook it willingly and with a determination to succeed. Unfortunately, however, the co-operation from the heads of the departments was not forthcoming. They were, for the most part, several years older than the young manager, and after two years Mr. Branch found it impossible to secure their assistance in the work he had mapped out, and he accordingly resigned, much to the regret of his principals in England.

Mr. Branch, Sr., advised his son to take advantage of his opportunity and travel over the continent. Accordingly, in 1848, he traveled through Mexico, a serious undertaking at that time. The country was in a condition bordering on anarchy, but young Mr. Branch, at this time twenty-two years of age, organized a party of sixteen and rode on horseback from Vera Cruz to Mazatlan on the Pacific Coast. In 1849 he went to San Francisco and visited the newly-opened mines, and later in the same year he commenced the return journey eastward, but only got as far as St. Louis. It did not take a young man of his discernment long to see what a splendid opening there was for business in St. Louis, and he purchased on favorable terms the St. Louis Saw Works from Messrs. Childs, Pratt & Company, who had recently introduced the business into this city.

Mr. Branch traveled for three or four years more, but in 1853 finally settled in this city, and for the last forty years he has been one of its best respected citizens. He organized the firm of Branch, Crookes & Frost, and on Mr. Frost's retirement in 1857, the name of the firm was changed to Branch, Crookes & Company, Mr. Branch's partner being his brother-in-law,

Mr. Joseph Crookes. In 1872 Mr. Branch purchased the interest of his partner and became sole proprietor, though he did not make any change in the firm name. In 1886 the business was incorporated under the name of the Branch-Crookes Saw Company, with Mr. Branch as president.

During the forty years of Mr. Branch's active connection with the concern, it has steadily increased in importance. The excellence of the output has won for it an excellent reputation throughout the entire country, and to-day it stands unexcelled and barely equalled by any other house in the United States. Although Mr. Branch has devoted the best years of his life to the development of the firm, he has not been allowed to escape public duty. He has filled the position of president of the Illinois & St. Louis Railroad and of the Madison County Ferry Company with great ability, and his efforts on behalf of the Mechanics' Bank helped materially to build up that enterprise.

He has always been anxious to assist people in distress, and as president of the St. George's Society he has assisted hundreds of deserving immigrants. He has taken a great interest in St. Luke's Hospital, and his gifts have been exceedingly numerous and costly. He has also done a large amount of active work in the Knights of Honor Society, which was not in a very flourishing condition in Missouri when he was made chief officer for the State. Under his management he speedily established it on a very firm footing, and its financial stability to-day is largely the result of his effort.

He is also intimately connected with the Legion of Honor. Mr. Branch is an Episcopalian, with a leaning towards the Broad church. He is a practical Christian, and when senior warden of St. George's Church has kept his check-book constantly at the disposal of that institution. At one time in the history of St. George's Church it was in debt to the extent of \$60,000, when Mr. Branch and Mr. Edwin Harrison set to work to get rid of this incumbrance, these two gentlemen alone contributing more than half the sum. He has also contributed very

heavily to the exchequer of Grace Church.

Mr. Branch is independent in politics. During the war he supported the Union cause, but was not so bitter as his fellow Unionists, and favored the settlement of the dispute without recourse to further fighting. His charity towards the Confederate sufferers was marked, and although by no means a trimmer, Mr. Branch's manly conduct won him the respect and love of both sides in the civil war.

He married in 1857 Miss Annie Clark, daughter of Mr. Matthew Clark, a wealthy farmer of Cusworth, Yorkshire, England. The young people were brought up in the same neighborhood, and when he came to America, correspondence was continued between the two with a result of marriage which has proved of the happiest character. Mrs. Branch is her husband's lieutenant in all works of charity, and she has educated her three sons and four daughters in a very able and hearty manner. The oldest son, Mr. Joseph Clark Branch, is secretary of the Branch-Crookes Saw Company, and resides at 3955 Sherman place. A younger son, Richard C., is also connected with the company.

EDENBORN, WILLIAM, president of the Consolidated Steel and Wire Company, has the satisfaction of knowing that the position he now occupies as one of the most prominent members of the manufacturing community of St. Louis is entirely the result of his unaided exertions. He is the son of Jacob and Antoinette (Hessmer) Edenborn, both natives of Germany, and he was born in Westphalia, on March 20, 1848. His parents placed him in a private school near his home. Here he remained until he was twelve years of age, when they both died, and he found himself when a mere school-boy dependent upon his own exertions for a livelihood, as well as for means for completing his education. Much too independent to solicit assistance from relatives or friends, he looked around and found a position in a wire factory, where he remained until eighteen years of age.

He then came to America, arriving in Pitts-

burgh just at the close of the war. His intimate acquaintance with the details of wire-work enabled him to find a position in a wire factory in that city without difficulty, and he remained in it for two years. Then, impressed with the growing importance of the West, he came to St. Louis, in which city he has made his home for a little over a quarter of a century. His first position here was with the St. Louis Stamping Company, but he was all the time impressed with the need of a wire mill in St. Louis, and about the year 1869 he started a mill of that kind with Mr. F. M. Ludlow. In this mill he drew the first piece of wire ever made in the West.

Recognizing the necessity of a sound business training before attempting to go into business himself, he took a course of study at Jones' Commercial College, and having done that, secured a position in an humble capacity with the Ludlow-Saylor Wire Company. He was entirely too useful a man to be kept long at manual labor and he was speedily promoted to the position of salesman in which he displayed marked ability and every attribute for success.

His next advancement consisted in becoming a partner in the firm which Mr. O. P. Saylor and he established for the purpose of producing wire. The outlook was brilliant in the extreme, but misfortune interfered with Mr. Edenborn's plans, for within sixty days the mill was burned down and a total loss incurred. During the next year Mr. Edenborn made wire loops for a beer bottling and soda water manufactory; but he did not abandon the idea of placing a wire mill on a successful basis in this city, and associating himself with Messrs. O. P. Saylor and D. C. Wright, he established the St. Louis Wire Mills. Two and a half years later he bought out his partners, and associating himself with Mr. T. W. Fitch, he constructed the mill now standing on Twenty-first and Papin streets, extending clear through to Gratiot.

The greatest possible success attended the operations of this enterprise, which, in 1882, was incorporated as the St. Louis Wire Mill Company. In 1885 Mr. Edenborn started the

Braddock Wire Company, of Pittsburgh, and acquired an interest in the Iowa Barbed Wire Company, of Allentown, Pennsylvania, and New York City. The company also acquired the Lambert & Bishop Wire Fence Company, of Joliet, Illinois, and the Baker Wire Company, of Chicago and Lockport, Illinois. It thus had a consolidated business, consisting of five establishments, founded in 1869, 1878 and 1884, and when in 1892 the company was re-organized and incorporated under the name of the Consolidated Steel Wire Company, with a paid capital of \$4,000,000, it had a capacity of 560,000 tons a year.

The officers of the company are William Edenborn, president; Mr. John Lambert, vice-president; Mr. Alfred Clifford, treasurer; Mr. F. E. Patterson, secretary; and Mr. J. W. Gates, general manager. The company makes a specialty of wire rods, plain wire, barbed wire and wire nails, and also of the "Baker Perfect" barbed wire, for which there is a never-failing demand. Its operations are so extensive that it keeps resident managers in charge of offices in Chicago, St. Louis, Pittsburgh, New Orleans, New York City and San Francisco, and its reputation is so high that it is always called upon in an emergency when large orders have to be executed without delay.

Mr. Edenborn has shown great inventive genius, having secured more than twelve valuable patents on wire-working machinery which are now in general use in both this country and Europe. In addition to his wire-working connection, Mr. Edenborn is president of the Southern Land and Mining Company, as well as a director in the St. Louis Iron and Machine Works and the Superior Press Brick Company. He also owns a large quantity of undeveloped coal and farming land in the Missouri Valley, Southern Missouri and Arkansas, and he has also made very extensive experiments in fruit farming, having now over two hundred acres planted with pecans, with a view to determining the possibilities of profitable pecan culture.

Mr. Edenborn married in October, 1875, Miss Sarah Drain, of St. Louis. Mr. and Mrs. Eden-





Wm Edenborn





born have two children, both daughters, and the family reside in an elegant residence at 2017 Park avenue. Although quite a family man, Mr. Edenborn is a member of the Mercantile, Union and Jockey clubs, as well as of the Merchants' Exchange. He is not a seeker after notoriety, nor is he an active politician.

THOMPSON, GEORGE HOWARD, was born February 5, 1862, at Memphis, Tennessee, under the shot-scarred walls of Fort Pickering. He came to St. Louis with his family in 1871. His mother's maiden name was Lucy Augusta Jennison, and his father, Judge Seymour Dwight Thompson, has a world-wide reputation as a jurist and as a profound writer on law, being the author of numerous books which are recognized everywhere as authorities.

The Doctor was educated in the public schools of St. Louis, the Upper Iowa University and the Missouri State University. He determined to adopt medicine as a profession instead of following in the footsteps of his father, "because," as he says, "I never expected to equal him in the law, and wished to avoid all contrast with him." He, therefore, took his degree as M.D. from the Missouri Medical College, went to New York and graduated at Bellevue Hospital College, and in 1889 traveled to Europe and studied in the hospitals and colleges of Jena, Leipzig, Berlin and Dresden.

He reached home again in November, 1891,

the possessor of a scholastic equipment second to that of no young physician in St. Louis. Soon after his return he accepted the chair of materia medica and therapeutics in the College of Physicians and Surgeons, and in February, 1894, he was made secretary of the faculty and board of trustees of the college. Dr. Thompson is a member of the St. Louis Medical Society and an officer of the Knights of Pythias.

In politics he is a Republican, although he is too deeply interested in medicine to give polit-

ical affairs practical attention. While attending college at Leipzig, Germany, he met Miss Pauline Adelaide Gebhard, the descendant of a very old and distinguished family of the fatherland. The meeting ended in mutual love, and when the young man left Germany he carried the lady's promise to be his wife. The wedding took place April 20, 1892, at the residence of the bride's brother, in Brooklyn, New York. One child has been born to them.

Dr. Thompson is a scholar and a gentleman, and his prospects to attain a success in medicine equal to that of his father in law are very promising.



DR. GEORGE HOWARD THOMPSON.

WEHNER, CHARLES E., president of the Wehner Coal Company, has by his own efforts solely raised himself to a position of influence and moderate wealth in the city which he has adopted as his home. He was born November 15, 1848, in the town of Verden, Kingdom of Hanover, Germany. His mother's name before marriage was Dorothea Loeberring, while his

father, Henry Wehner, was a man of standing in his native land, being during the youth of Charles a quartermaster in the Prussian army. This office he resigned in 1855 and was immediately promoted to the position of engineer of construction. This was a very high and responsible position, and in this capacity Henry Wehner built the Loehne-Rhein railroad, which from a military point of view is one of the most important roads of Germany.

When six years of age Charles went to a school which was located in the town of Buende, Westphalia, Prussia. At twelve he entered an academy, where he pursued his studies for two years, being farther advanced at the end of that time than are many American boys who have spent three years in college.

His education thus completed, he returned to his old home at Verden to look about him for a means of earning his own living. The only chance that offered was in connection with the large dry goods house of C. R. Wendte, to whom his parents finally apprenticed him. Boys nowadays, who are compelled to work for nominal wages while learning a trade, consider their lot a peculiarly hard one, but if they had to serve as did young Wehner, they would have real cause for complaint. An iron-clad bond was entered into which bound the apprentice to everything and the employer to very little. Under this agreement the apprentice had to work for the firm for a term of five years. Not only was he to serve for this length of time, but he was to receive no remuneration whatever, and instead was to pay the firm \$50 in gold each year for the full term of five years.

During his apprenticeship he was compelled to work thirteen hours a day every day in the week, including Sunday, excepting every fourth Sunday, on which his employers, by a stretch of magnanimity, allowed him a half holiday. To work like this and then pay for the privilege of so doing, would discourage any boy less stout-hearted than young Wehner, but he was naturally possessed of a mind quick to grasp things, and he learned the dry goods business thoroughly.

At the end of his term of service, according to a local trade regulation, he passed a rigid examination before a board consisting of three dry goods merchants and two city officials. During his entire term of service, his behavior had been such that the firm never had occasion to reprimand him, and so satisfactory was his examination that the firm remitted one-half of his last year's payment and immediately offered him a regular engagement. He was at once sent out on the road and continued traveling for six months, when, feeling satisfied he had earned a rest, he went home on a visit to his parents. This was in the latter part of 1866, at the close of the Prusso-Austrian war, his parents at that time living at Buende.

While on this visit to his parents, after talking the matter over with them, Mr. Wehner decided to do as many of his countrymen before him had done—seek his fortune in the New World. He resigned his position with the dry goods house, the work of preparation was soon complete, and on June 8, 1867, he sailed for America on the steamer *New York*. He arrived in New York, and after remaining but a few days left for Cincinnati. Here he also remained a short time looking for a position, but as no opening offered he came on to St. Louis, which had been the objective point of his journey from the start.

When he first saw St. Louis he was without one cent, without a friend or an acquaintance and knew not where to turn for assistance. But adverse circumstances and misfortune always served only to nerve him to greater exertion, and as there was no one else on whom he could rely he was compelled to take the better course and depend on himself. He began a most active and energetic search for employment, and soon secured a job as a salt packer, which paid fifteen dollars per month and board. After about six months, although he knew little of carpenter work, he saw an opportunity to better his condition, and therefore accepted a position as a carpenter in the St. Louis Planing Mill, corner of Mullanphy and Seventh. He was put to work on sash and doors, and so well did he ful-



*Chas. E. Hehner.*





fill his duties that he soon was awarded the contract for making common sash, a contract at which he worked about a year, making a good living and saving some money.

He was finally induced to leave this work by a schoolmate who had come from Germany and who persuaded him to go to Cincinnati. There he again manifested his ability and readiness to do any work that offered, and was soon located at a place called Mazard Hall, tending bar. With his eyes always open, in the hope of bettering his condition, he soon afterward secured employment with the large dry goods house of Alms & Doepke, with whom he remained until the spring of 1869, when, to his misfortune, he was again persuaded to leave a good job, this time to go to Chicago. Not finding things as he expected, he was unable to get employment and soon ran out of money. Realizing that something must be done he, with the usual confidence in himself, engaged as a painter and was sent with a boy to finish the interior of a fine house as his first job. Here his versatility again stood him in good stead, for although he had never had a paint-brush in his hands, he did the work so well that he staid with the boss-painter during the entire season.

He could not remain idle, and after cold weather threw him out of work as a painter he took the first thing that offered and tended bar until August 1, 1870, when he and his friend, C. A. Lohmann, who is now the well-known music dealer of this city, determined to come to St. Louis. They tramped the entire distance, reaching this city August 12th. Mr. Wehner was too forceful and energetic to ever remain long without work, and it was not many days before he secured a job as box-maker at the factory of Henry Gauss, where he remained one year. His next chance of employment took him to dry goods again, as he had secured the position of salesman with the firm of Trorlicht & Dunkner, with whom he remained five years, finally leaving the house in 1876 to go into the coal business as agent for the O'Fallon Coal Company.

In 1877, joining a partnership with J. S.

Morris and Henry Gerke, they leased a mine at Lebanon, Illinois, which they operated until 1879, when Mr. Wehner withdrew to become the agent of the Mt. Olive Coal Company, occupying the position for five years. His next step was to purchase an interest in the business, which he held until the company sold out to the Ellsworth Coal Company in March, 1884. He acted as the solicitor of the new company until March 1, 1886, when he went into business for himself, under the firm name of Charles E. Wehner & Company, conducting this business very prosperously until 1889, when he in company with the old members of the Mt. Olive Coal Company associated themselves under the name of the Mt. Olive & St. Louis Coal Company. Later the company was reorganized as the Wehner Coal Company, Mr. Wehner owning the controlling interest.

In religious belief Mr. Wehner is a Catholic, and is a member of St. Liborius Church. He has taken a deep interest in religious and social societies for several years; he is at present a member of the Order of Catholic Knights of America, and has held the position of trustee of the State Council of that body. He is also the founder and now president of the St. Liborius Maenner-Chor.

In politics he is a staunch Democrat, and although he is nowise a partisan politician, his friends have frequently insisted on him entering local politics in an official capacity. In 1887 he was one of Mayor Noonan's most ardent supporters, and was a delegate to the convention which nominated him. In 1891 Mr. Wehner was prevailed upon to run for the Council. He made the race and received the second highest vote of any man on the Democratic ticket made by the convention. He was elected, by a vote of 19,397, over his German Republican opponent, who received 12,052. His worth was recognized by the president of the Council, who appointed him to a number of important committees. As chairman of the committee of railroads he did valuable work for the city.

On November 22, 1871, Mr. Wehner was married to Miss Wilhelmina Boedeker, of this city.

WHITTEMORE, ROBERT BLACKWELL, is another of the prominent and enterprising business men who have made a marked impress on the growth of St. Louis. A man of great energy and of a cool, clear-sighted judgment, he is regarded everywhere in the business world as a man of capacity who would succeed in whatever position he might be placed. His father was Homer Whittemore, and his mother, before her marriage was Maria Blackwell, daughter of Samuel Blackwell, who at one time owned the greater part of Astoria, New York, and for which family the celebrated Blackwell's Island, above New York City, was named. The father was a native of Massachusetts, and was for many years engaged in the manufacture of cotton cards, and was connected with Amos Whittemore, who was the inventor of the machine. It seems that the ideas of his descendants dwell on cotton, for the subject of this sketch has been for a long time interested in cotton compresses.

Robert B. Whittemore was born in the town of Astoria, New York, July 11, 1826. He was given good educational opportunities and attended a private school until he was seventeen years of age, when he went into a wholesale dry goods store in New York City as a salesman, remaining there one year. At the end of the year he determined on coming west, and reached St. Louis in January, 1845. Here he joined a brother, who had come to St. Louis six years before, and was at that time running a wholesale hat and cap store, and dealing in furs and pelts. Young Whittemore accepted a position with this brother, commencing in a subordinate capacity, until 1849, in which year he was taken into the firm as a partner.

In 1850 the elder brother was called to New York, where he remained permanently. The entire responsibility and management fell upon Robert, who despite his youth managed the business with the ability of a veteran. At that time the business was located at what was then known as No. 127 North Main. In 1870 the business had increased until more room became necessary, and the headquarters were changed to the corner of Main and Vine streets.

In 1874 an offer was made that could not be refused, and the hat, cap and fur business was sold. A man of Mr. Whittemore's energy and push could not long remain idle, so he immediately set to work and organized a company for handling and compressing cotton. Messrs. Oliver and A. B. Garrison and John G. Wells were his associates in this company, of which Mr. Whittemore was made president. He remained in this office until the company was consolidated with the Peper Cotton Press Company, under the title of the latter. Of the company thus constituted Mr. Whittemore was selected secretary, treasurer and general manager. In such position he remained, managing the house's business with rare, good judgment, until he sold out his interest in the firm in 1889.

Since he left the cotton business he has been interested in the Levering Investment Company, which belongs to the estate of Lawrason Levering, deceased, and was organized by the executors of that gentleman's estate for the purpose of buying and selling lands, lots and houses and doing a general real estate business. Mr. Whittemore is president of this company, and its present success is largely due to his able management.

Mr. Whittemore was one of the organizers and incorporators of the Lucas Bank, of which Major Turner was president. This bank was afterward merged into the Mechanics' Bank, of which he was for several years a director. He was also the treasurer of the Mound City Mutual, the first building association ever organized in St. Louis, and a stockholder and life-member of the Mercantile Library, as well as a member of the University Club.

Mr. Whittemore was married in November, 1860, to Miss Kate S. Levering, daughter of Lawrason Levering. Their children are, respectively, Lawrason L., president of the Missouri Mantel and Decorative Company; R. B., Jr., secretary of the Missouri Iron Roofing and Corrugating Company; Frederick Churchill, Louisa, Clinton L., John R., Allan P., Katherine and Audenried. Frederick C. is a rising young insurance man of this city. Louisa is now married to Mr. Harry Knapp.

ALLEN, CHAS. CLAFLIN, son of John Arthur and Jane Elizabeth (White) Allen, was born in this city July 25, 1855. His father was a member of the widely-known boot and shoe house of Claflin, Allen & Company. The earlier education of Mr. Allen was received in the public schools and at Washington University, of this city, and at Princeton University, from which he was graduated in 1875. He at once entered the St. Louis Law School where he studied and received the degree of LL.B. in 1877.

He began a general practice of law, and in 1892 formed a partnership with Wm. E. Fisse, under the firm name of Fisse & Allen, which still continues. Although deeply interested in all public and political questions, his interest has that wide and liberal scope which excludes all self-seeking and considers questions only in the light of the public good. Mr. Allen is in no sense a partisan politician; he is a lawyer above everything else and is devoted to his pro-

fession, but he nevertheless has acknowledged the duty which he owes to his fellow-citizens and has discharged such responsibilities with unselfishness and ability. In 1881 he was elected to the Thirty-first General Assembly, and during both the regular session of 1881 and the extra session of the year following was a member of several important committees. He is an earnest advocate of purity, decency and honesty in the administration of public affairs, and as a member of the Civil Service Reform Association of Missouri since its organization,

has done splendid work in the promotion and extension of the principles it represents.

He was for some time the president of the association, and has been for several years a member of the American Academy of Political and Social Science. He is also an active member of the American Bar Association and a number of other organizations of a kindred nature. Mr. Allen is a student, a gentleman of literary tastes and scholarly attainments.

On March 27, 1890, he married Miss Carrie Louise Richards, of St. Louis.



CHAS. CLAFLIN ALLEN.

the Missouri Australian Ballot Law, and other useful legislation.

KAIME, JAMES EDWIN, the well-known real estate man of this city, and the senior member of the firm of J. E. & D. F. Kaime, was born in Chichester, New Hampshire, June 3, 1828. He is the son of Benjamin and Sally (Watson) Kaime, and comes from very old families on both sides of the house—families that helped to make the history of New England, their ancestors having come to America in the seventeenth

Among the notable achievements of Mr. Allen as a legislator may be mentioned the preparation of the original draft of the corrupt practices act, designed to prevent bribery and corruption in elections. This measure, in an enlarged form, was submitted to the Missouri Legislature by the Civil Service Reform Association, and became a law last year. He was also active in securing the passage of that law, as well as



century, and being among the earliest colonists who settled this country.

James was given a good education at the High Schools at Pittsfield and Gilmingtton, New Hampshire. As he intended to fit himself as a teacher, he finished his education by taking a year's course at the Normal School of Bridgewater, Massachusetts. Part of his education was also obtained from a private tutor—Rev. Wells—at Pittsfield. After his education had been completed he procured a position as teacher in the academy at Effingham, New Hampshire, next going to take charge of a school at Springfield, Massachusetts, this being about 1852, following his engagement here by a six months' term as teacher of the Grammar School at Greenfield, New Hampshire.

At the end of this engagement he followed the great tide of young men setting westward, and was borne along by it until he reached Providence, a small town in Illinois, where he secured charge of a school and again assumed the duties of the profession of the teacher, being made the principal of the Providence Academy. During the three years he directed its affairs he brought the academy to a high state of efficiency, and demonstrated his thorough ability as a teacher. The trustees of the school would have been pleased to continue him in his position, but his shrewd and well-balanced judgment led him to the conclusion that at that time the "Future Great" certainly contained all the elements of greatness, and was filled with opportunities for the young and ambitious, and he resigned his chair of instruction and came to St. Louis in July, 1853.

Shortly after his arrival, the school board needed an assistant to Prof. J. D. Low, principal of the High School, and so high did Mr. Kaime's examination show him to stand in the science of pedagogics that he was the successful applicant of a list of thirty-three. This appointment was the beginning of a seven years' term of service in this school, during part of which time he was instructor in mathematics, and for one year was the principal of the school. Becoming interested in the lumber business, he

left the school to go to Ironton, Missouri, in which place, however, he remained only six months, and for a year following his departure from Ironton, traveled with his wife and child throughout New England, visiting relatives and friends in his native State as well as in Illinois.

Eighteen hundred and sixty found the family back home in St. Louis, and that year marked Mr. Kaime's introduction to the real estate business. A partnership was formed with Wm. H. Merritt, and an office was opened at Third and Pine. Two months after the partnership was formed Mr. Kaime bought out Mr. Merritt's interest, and ran the business alone until late in the succeeding fall, when a partnership was formed with W. J. Webb, under the firm style of Webb & Kaime. On January 1, 1861, the headquarters of the firm were removed from Pine and Third to Washington avenue between Third and Fourth, remaining there until the building of the bridge approach made another removal necessary. In 1865 Mr. Webb sold his interest in the business to D. F. Kaime, the younger brother of Jas. E., who had come to St. Louis from New Hampshire in 1857, the firm becoming J. E. Kaime & Brother. Under such an arrangement the firm continued until July 1, 1892, when E. F. Kaime, son of the subject of this sketch was taken into partnership and the style changed to J. E. Kaime & Company. The firm is one of the oldest and most substantial real estate organizations in the city, and its high standing is so generally known that nothing further need be said on that point.

Mr. Kaime is a devout and prominent churchman, being one of the most liberal members of the Pilgrim Congregational Church, one of the largest and most influential religious bodies in the city. He was one of the organizers of this church, and he, together with A. M. Edgell, purchased the lots on which the building now stands and donated them. He also gave in cash for the construction of the church, and has been one of its most liberal contributors ever since. He is likewise a member of both the St. Louis and Mercantile clubs.

While yet a struggling school-teacher in New



*J. E. Kaine.*



England, Mr. Kaime fell in love with and married Miss Laura L. Sherburne, of Chichester; the wedding occurred May 25, 1852. Miss Sherburne was the daughter of Squire Sherburne. The marriage was a most fortunate one, the wife proving a genuine helpmate to her husband, until her death, on December 22, 1882.

**BROKAW, AUGUSTUS VON LIEU.**—A physician of St. Louis, who, despite his youth, has already made a name for himself which many medical men of the most mature professional experience might well envy, and who gives every indication of crowning his future with a complete success, is he whose name heads this article. Dr. Brokaw was born at the St. Louis City Hospital, of which his father was then superintendent, April 6, 1863. His educational training was received in the primary schools of the city and supplemented by the courses of instruction offered by the Polytechnic and High School.

He had early determined to adopt the profession in which his father was such a shining light, and, therefore, after the necessary professional schooling, he made his entry in the field of medical practice in 1886. He began practice as a regular physician, but soon turned his attention to the surgical branch of practice, and it is in that department he won his subsequent successes. Marked skill, confidence and progressiveness have characterized his work as a

surgeon, and a number of daring and difficult, but successful, operations have given indication of talent of a superior order. His merit has met with recognition, and he is now surgeon of St. John's Hospital and consulting surgeon to the City and French hospitals.

As a lecturer he has shown an understanding of his subjects which makes his services most valuable to colleges, and at the present time he is the professor of anatomy in the Missouri Medical College, as well as demonstrator of anatomy and operative surgery at the same institution. He is a member of the American Medical Association, the St. Louis Medical Society, the Southern Surgical and Gynæcological Society and the Medico-Chirurgical Society.

Dr. Brokaw was married October 10, 1888, to Miss Julia Penn Crawford, of Alabama.

Although only thirty-one years of age, Dr. Brokaw has gained an excellent reputation which is extensive in the extreme.

**CLEARY, REDMOND,** was born in County Tipperary, Ireland, May 25, 1829, where his father was a farmer. He attended a local private school until his fifteenth year, when he went to work on his father's farm, where he remained until he was twenty.

In 1850 he came to America and at once settled in St. Louis, where his brother-in-law, P. Ryan, resided. For a year he drove a team for Mr. Ryan, who was contractor on Manchester road, and he next secured a position under John J. Anderson, of Carondelet, for whom he worked



DR. A. V. L. BROKAW.



until 1851, taking care of his horses and doing other work around the place.

For the next eleven years he was engaged in the retail grocery and feed business. In the year 1865, he, having saved considerable money, organized the firm of Cleary & Taylor, commission merchants, with headquarters at 26 South Commercial street. In 1875 a branch establishment was opened in Chicago, Mr. Taylor going to that city to take charge of it, and two years later the firm dissolved partnership, Mr. Cleary retaining the St. Louis connection.

In 1888 he incorporated his business under the name of Redmond Cleary Commission Company, with a paid-up capital of \$200,000. The house does a very large and exceedingly sound business, with R. Cleary at the head of it, having forced his way to the front from a very humble commencement.

STODDART, THOMAS A., was born in Philadelphia, Pennsylvania, September 10, 1829, and was educated in his native city. In 1849 he became acquainted with Mr. Charles A. Perry, then one of the leading merchants of Northwest Missouri, living at Weston, Platte county. That gentleman described in such glowing colors the opportunities and advantages which awaited an active and ambitious young man in the West, that on his return to his western home he was accompanied by young Stoddart, to whom he offered a position in his establishment, then doing business under the name of Perry & Young. He remained with the firm until 1851, and then went to Salt Lake City. From there he returned to Philadelphia, and then drifted back to Weston, where he again engaged in business.

Mr. Stoddart was married at Glasgow, Missouri, September 10, 1856, to Mrs. Anna Dickey, *nee* McCoy.

His business engagements at Weston having terminated about this time he came to St. Louis, and through the kind offices and influence of Mr. Charles A. Perry, who was at that time a member of the Legislature, Mr. Stoddart was elected book-keeper of the old Southern

Bank of St. Louis, which had been chartered under the general banking law of Missouri enacted in 1855. The bank opened for business June 17, 1857, and was continued until December, 1863, when it was converted into the Third National Bank of St. Louis under the national banking act of 1862. It was one of the first national banks organized, receiving its certificate December 25, 1863. In March, 1864, Mr. Stoddart was elected cashier, and has continued to fill that position ever since.

He is a financier of marked ability, and a sound, conservative man.

PECKHAM, OSGOOD HAZZARD, who is so closely identified with the manufacturing interests of St. Louis, and whose efforts more than those of any one man have contributed to the upbuilding of the candy-making industry, claims New York as his native State, having been born in Oneida county, September 9, 1844. Hence he is now nearly fifty years of age, though his appearance would lead the observer to the belief that he lacked a dozen years of the half-century mark. He spent his youth at home, attending the public schools of Oneida county until eighteen years of age, when in common with many other youths of that time, he acted on the advice of Horace Greeley and migrated to Davenport, Iowa, then as now, a town of considerable prominence.

He began his study of the experiences of actual life behind the counter of a Davenport hotel, where he obtained a situation as clerk, a place that offered excellent facilities to study human nature, a study from which he has since derived great benefit. A wider field in which to continue this lesson was to be found in the position he accepted a year later as traveling salesman for the wholesale grocery house of H. B. Evans & Company, of Davenport. Although he was without technical experience he proved his ability as a salesman at once; but he was ambitious and always watching for a chance to better his condition, and after two years of traveling he resigned and moved to Chicago where he accepted employment as a traveling

salesman for Day, Allen & Company. With this firm he remained three years, extending his acquaintance and becoming more valuable each year to the house, which accepted his resignation with reluctance when he presented it in order to accept an offer of Farrington, Brewster & Company, who had made him a most advantageous proposition.

He was a man of too much spirit and ambition to be satisfied in the position of an employe, and after two year's traveling for Farrington, Brewster & Company, he turned in his sample cases and in 1872 came to St. Louis for the purpose of entering business on his own account. As the candy business was in its infancy, he shrewdly foresaw that it offered great promise of expansion. By years of economy he had saved some money, but it was only in a small way that he established himself at the corner of Vine and Second streets as a wholesale candy dealer.

At first business was done under the firm name of O. H. Peckham & Company, which was subsequently changed to Dunham, Peckham & Company. Within a year after this change Mr. Peckham sold out his interest to the Dunham Manufacturing Company, and re-established himself in business at No. 709 North Second street, under the old style of O. H. Peckham & Company. Two years afterward he moved to the corner of Second street and Christy avenue, but a year later his plant was consumed by the fire which destroyed the building and goods of the Greeley-Burnham Grocer Company.

His next step was to purchase the plant and good-will of the Dunham Manufacturing Company, the business of which he conducted until 1890, when fire for the second time laid his plant in ruins. He was not discouraged, and it was only a short time until with new and improved machinery and a largely increased capacity he was established in the Eads Building at the corner of Seventh and Spruce streets, a structure that was erected especially for him and is the largest and most perfect building devoted to the

business of candy-making in the United States. The firm occupies the entire six floors and devotes its attention exclusively to the manufacture of confectionery. The finest equipment and the newest and most improved machinery have enabled it to approximate perfection in its special line and has promoted the growth of the business until to-day the house sells to seventy-five per cent of the candy jobbers of the United States, who constitute their en-



O. H. PECKHAM.

tire list of patrons and supporters.

That the house has thus reached such magnificent results is due almost entirely to the talent of Mr. Peckham. He is untiring in his industry, of indomitable courage and with progressive and original ideas, which applied to the manufacture of confectionery has made his business what it is. In 1889 the business had increased to that volume where incorporation was deemed expedient. The O. H. Peckham Candy Manufactory Company was the title assumed, while Mr. Peckham was elected presi-

dent, an office he has since held. His standing in the trade was shown by his unanimous election to the presidency of the National Confectioners' Association at the annual meeting of that body in 1891 in St. Louis.

Mr. Peckham, aside from his manufacturing interests, is one of the most valuable citizens of St. Louis, being prominently identified with and a promoter of every scheme tending to contribute to the welfare of the city. He is a man of liberal ideas and a believer in progress, and is an active member of the Merchants' Exchange. His name is also on the members' book of the Mercantile Club.

He has been married twice, the first time to Miss Fannie Sherwood, of Utica, New York, October, 1876, and who died in 1889. To this marriage four children were born, only two of which, Frank E. and Mary F., are now living. His second wife, Mrs. Susie H. Clark, to whom he was married in March, 1891, was also a New York lady, a native of Syracuse.

SCHOTTEN, HUBERTUS, the present senior partner of the old firm of Wm. Schotten & Company, has been conspicuously identified with the commercial growth of St. Louis for over twenty years.

Mr. Schotten was born in St. Louis, May 28, 1855, and was the eldest son of the late William Schotten. His father was a native of Germany, who emigrated to America in the early forties, settling at St. Louis. After receiving the usual primary instructions in the preparatory schools, Hubertus entered Saint Joseph's College, near Effingham, Illinois. After four years of collegiate studies he quit college and began assisting his father in his business, showing from the start a remarkable aptitude for commercial pursuits, which soon developed into a practical knowledge of business unusual for a boy of his years.

His father was strict and exacting, and the boy in consequence was well acquainted with hard work long before he gained his majority. When nineteen years old his father died after a short illness. Hubertus took his father's death

very much to heart, his mother having died when he was a child.

The business established by his father in 1847, on a very small scale, had by this time attained large proportions for that line of business, and its management was by no means a small affair, as it required a knowledge and experience that was possessed by but few at that time in the territory which was then essentially known as the West. It devolved upon young Schotten to assume the management of the business. Under his guidance a steady progress was made from the start.

In the course of a few years it became evident that he possessed not only the ability, but an indomitable will that left no room to doubt the future success of the old house. Meeting with many obstacles and disappointments, even from those from whom he might have expected encouragement, was a severe enough test to have discouraged a much older man than he, but in his line of business he became the leader, a place he holds to this day.

Five years after having assumed the management he was given an interest in the business, having only received a salary up to this time. The second year after his admittance to the firm with a younger brother the interest of his father's estate was withdrawn altogether, leaving the business in the hands of him and his brother. From this time on the progress of the house became more apparent, and it took rank with the foremost in the country.

William Schotten & Company are looked upon in the trade as one of the most reliable spice firms in this country. St. Louis is fortunate in the possession of many firms of old standing which have grown up with the city, contributed to its advancement, and in turn shared prosperity with it. The firm of Schotten & Company is conspicuous among these.

In 1880 Mr. Schotten married Miss Addie Helming, of Milwaukee, daughter of B. H. Helming, an old resident of that city. The union turned out to be a happy one. Mr. and Mrs. Hubertus Schotten have only one child, a daughter.



*Hubertus Schottens*





HARRIGAN, LAURENCE, chief of police of the city of St. Louis, has been designated time and again by competent judges as "the finest policeman in the United States." Certainly, no more efficient, sagacious or untiring police officer exists. Colonel Harrigan, as a patrolman, a detective, a subordinate police official and the head of the police department of St. Louis for many years, won a renown in his profession which is world-wide. His eminence is undisputed, and he stands as a leader among those men who are called upon to show a depth of thought, a penetration and a keenness of insight which are deemed as special mental gifts, and when developed by shrewd observation and perfect knowledge of human nature, are looked upon as marvelous faculties.

Laurence Harrigan is a native of Ireland, having been born in that country on June 15, 1834. He came to the United States when he was fourteen years of age and remained in New York City until 1853, when he came to St. Louis.

He went to work at the bench of a shoemaker, learned the trade and worked at it until 1857, when he was appointed on the police force as a patrolman. This was on June 15th of that year. On the 13th of June he was promoted to the rank of sergeant, a position he held until the 16th of October, 1866, when he was made lieutenant of police.

May 27, 1867, he resigned from the force. On the 30th of November, 1867, he was again placed on the force, receiving the appointment

of sergeant. On the 18th of May, 1868, Sergeant Harrigan was made chief of detectives. He resigned this position September 26, 1870, but returned to the force March 8, 1871, again as a sergeant.

On the 1st of June, 1874, he was appointed chief of police. He held this office until the 18th of November, 1875, when he again resigned. He was made chief again on the 8th of January, 1884, but resigned his position May 4, 1886, to accept an office from President Cleve-

land, at the expiration of which he was reappointed chief of police May 20, 1890. This office he still holds to the satisfaction of politicians of every grade.

He was married June, 1856, to Miss Lucy Cole, of St. Louis, and has three children living, Laura M. (wife of W. J. Baker), Laurence P. and Elizabeth. His parents were James H. and Elizabeth (Scanlan) Harrigan.

Chief Harrigan has, in the period of his police experience, figured in many



LAURENCE HARRIGAN.

of the most notable captures in the criminal history of the United States. In every position that he held he was feared by law-breakers and admired by his associates for his intrepid bravery, his iron determination and his tireless activity. He has known nothing but the duty that lay before him, and this he has always discharged with religious zeal.

In his civil positions he has shown the same strong executive ability as in his police life. As a detective, he was without a peer, and as a chief of department in police circles, has never

been equaled. He has always been prominent in political life, and a citizen of whom St. Louis has always had reason to be proud.

OPP, FREDERICK, son of John and Minnie (Bushing) Opp, was born at Lawrenceburg, Indiana, 1855. His parents moved into Durban county, Indiana, where he worked on a farm until 1870, when he went to Gainesville, Texas, remaining in the South about a year. In September 1871 he came to St. Louis, where he secured employment in the establishment of Wood, Kingsland & Company, with whom he remained for nine years, doing excellent work and acquiring very valuable experience. In 1880 he accepted a position with Messrs. Buse & Morell, with which firm he was connected for three years.

In October, 1883, Mr. Opp, having saved a considerable sum of money and acquired a very intimate knowledge of the tobacco business, associated himself with Mr. F. Wm. Weinheimer, forming the firm of Weinheimer & Opp, which established itself at No. 206 Walnut street as wholesale tobacco leaf merchants. Both members of the firm are active and well respected men, and they have now a very large trade in the city which is recognized as the finest tobacco market in the world. The firm occupies a four-story building with a commodious basement, having a floor area of 32x120 feet fully equipped with every convenience for the accommodation of their extensive stock. Shipments of tobacco are constantly being received from Connecticut, Wisconsin, New York and Pennsylvania, while the firm also handles immense quantities of the finest grades of the Havana and Sumatra output. Mr. Opp visits Cuba every year personally in order to secure the finest tobacco raised on that island, and this he sells to the manufacturers of the finest cigars sold in this country.

The house has regular customers as far south as New Orleans, as far north as St. Paul, with many as far east as Cincinnati, and even farther west than Denver. Both partners are energetic and liberal business men, very popular in trade circles, and noted throughout the country for

their energy, generosity and sterling integrity. Mr. Opp is a very busy and active man, but he finds time to do good work on behalf of the Masonic fraternity, of which he is a member, as well as a Knight Templar. He is also a prominent member of the Mercantile Club, and has found time to assist in a number of important enterprises, including the East End Improvement Association.

He married, in the year 1881, Miss Gusie Fernkas and has two children, Harold B. and Gusie.

MORTON, TURNER B., son of Franklin and Lucy (Frame) Morton, was born October 22, 1849, at Milton, Illinois. He was educated at the common schools, where he remained until sixteen years of age, when he accepted a position as clerk in a dry goods store, where he remained for two years. Then his employer added a grain branch to his establishment, and young Mr. Morton acted as clerk and manager in the warehouse for eight years.

In 1873 Mr. Morton came to St. Louis, where he clerked for Messrs. Wright, Rickert & Company for a year and a half, after which he returned to Milton and established himself in the hotel and confectionery business. He was appointed postmaster of the town, and held the office to the general satisfaction of the people for two years. In 1877 he returned to St. Louis and acted as clerk for Messrs. W. P. Rickert & Company until that firm's retirement from business in 1884.

He then formed a co-partnership with Messrs. Alvan L. Messmore and John M. Gannett, forming the firm of Messmore, Gannett & Company, commission merchants. This is now one of the largest commission houses in the city, and it has connections throughout the entire West and South. He is a very prominent member of the Merchants' Exchange, and exceedingly popular with all his fellow-members.

Although devoting his time to his business in a very conscientious way he is also a very prominent Odd Fellow, and is treasurer of the Artisan Building and Loan Association.

Mr. Morton married in November, 1875, Miss Jeanette L. Allen, of Milton, Illinois. He has five children—Claude, Jennie, Delia, Lucia and Turner B., Jr.

RUTTER, WILLIAM ALFRED, vice-president of the Christopher & Simpson Architectural Iron and Foundry Company, is a native of this city, where he was born June 13, 1858, and here he likewise received his education, attending the public schools until fifteen years old, when he began to earn his own living by entering the employ of William Ellison & Son, machinists, as a clerk and book-keeper. Remaining but two years at this work in these shops, he then accepted a position with the Christopher & Simpson Architectural Iron and Foundry Company, with which he has been connected ever since. He soon made his employers aware of his industry, quickness and the finished manner in which he did all his work, and was gradually advanced until in 1882, when the firm was incorporated under the present style, he was holding a responsible position. At that time he was made vice-president of the company, a position he has occupied ever since.

He has made it his business to become thoroughly acquainted with the business in which he is engaged, with the result that he is considered one of the best-posted men in the West on architectural iron work. He takes a deep interest in everything relating to the construction of buildings, and in 1889 was president of the

Mechanics' Exchange, now known as the Builders' Exchange. His administration of the affairs of this office was accomplished in a most successful manner, and is still prominent in the counsels of the Exchange. Outside of his connection with the iron company, Mr. Rutter is also secretary of the Glenny Brothers Glass Company, of which his father-in-law is president, but during office hours he devotes his entire attention to the architectural iron company, the trade of which is extensive and the

responsibilities heavy, a large share of both devolving on the vice-president. So entirely does he understand and so thoroughly has he the business systemized that he has become a most valuable man to the company, and is responsible in a full share for the company's prosperity.

He is very popular everywhere and especially among contractors and builders, where his trade relations have made him known. He is a representative and patriotic



WILLIAM ALFRED RUTTER.

St. Louisan, and an earnest and enthusiastic supporter of every means having for its purpose the material advancement of St. Louis. Mr. Rutter is of English blood, his father, William Rutter, being a native of that country, who came to America in 1840, settling in St. Louis, where he has conducted a livery business ever since. His mother's maiden name was Maria Gosnell. The subject of this sketch was married October 26, 1880, to Miss Annie Belle Glenny, a St. Louis lady. They have three children, William A., Ralph G. and John G.



PRANGE, FREDERICK WILLIAM, son of Francis and Mary Prange, was born in Westphalia, Germany, March 31, 1828. He received his early education in the private schools of his native city, and when twenty-one years of age came to America. He arrived in New York in 1849, and came on direct to St. Louis by the canal route, and landed in his future city and home with only five dollars in gold.

He at once looked around for some means of earning a livelihood, and obtained a position with the late S. R. Bosier as office-boy and driver. This position he retained for a few months, but then gave it up and commenced to learn the carpenter's trade, attending night school in the meantime. At the end of three years he had become a competent carpenter.

In the meantime his brother, Casper Henry, had arrived from the old country, where he had received a thorough training and apprenticeship as a cabinet-maker. The brothers went into partnership and started business on their own account. In 1852 they erected a small frame building on Eleventh street, between Anglerodt and Destrehan streets, in which they soon worked up quite a valuable business; but their factory, with a large stock of manufactured furniture, together with a valuable stock of fine lumber, was entirely destroyed by fire in 1856.

But Mr. F. W. Prange was not the man to be discouraged by this misfortune, so began work at once, and while his means were small, his credit was great, and he erected a large and commodious brick factory with the latest improved machinery and with a large private lumber yard connected, which occupies one-half block, giving employment to about seventy-five skilled workmen. In 1868 the Bremen Savings Bank was organized, and Mr. Prange was made a director, being one of the principal stockholders, with Mr. Marshall Broderton as president.

In 1878 Mr. F. W. Prange was elected president, and when the bank was reincorporated in 1888 as the Bremen Bank, Mr. Prange was re-elected as president, which position he still holds. He has contributed much towards establishing the bank on the very firm and sub-

stantial footing it now enjoys, and it now carries a very large number of very heavy accounts for wealthy German-American business and professional men.

Mr. Prange continued his active management in the furniture and cabinet making business until the year 1882, when he turned over his interest to his son, Louis Henry, and his nephew, Frank, the latter a son of Mr. C. H. Prange, who died in the year 1879, and since then he has devoted his entire time and attention to his banking business.

Mr. Prange married in the year 1853 Miss Meier, a native of Westphalia, Germany. He has had seven children, of whom two sons and one daughter are now living. The three are all grown up and are heads of families of their own. His eldest son, Henry Louis, is now the superintendent of the Prange Furniture Company of this city. His second son, John, is a farmer near Mt. Olive, Illinois, and his daughter, Annie, is the wife of Henry Naber, the well-known lumber man.

LUEDINGHAUS, HENRY, son of Henry and Mary Luedinghaus, was born in Westercampel, Germany, July 11, 1833.

In 1855, at the age of twenty-two, he embarked for America, coming direct to St. Louis; in 1859 engaged in the wagon business by himself until 1865, and then with his brother-in-law under the firm name of Luedinghaus & Arensman, which partnership continued until the death of Mr. Arensman in 1868, after which he conducted the business in his own name up to 1889, when, upon the formation of the Luedinghaus-Espenschied, Manufacturing Company (with Fred. Espenschied, who had succeeded to the business of his father), he became president of the company.

In 1889 he purchased Mr. Espenschied's interest, and in company of his sons has carried it on ever since. He is at present filling the positions of both president and treasurer.

Mr. Luedinghaus is a man of firm business ability, as is aptly demonstrated in the efficient manner in which the affairs of the com-



*S. H. Prange*



pany have been so invariably conducted.

In May, 1857, he was united in marriage to Miss Anna Arensman. They have six children, Amelia, Henry, Emma, Julia, William and Otto.

**COLLINS, ROBERT E.**—The prominent St. Louis lawyer, Robert E. Collins, was born at the village of Florence, in Pike county, Illinois, January 7, 1851, and is the son of Munroe R. and Esther (Baker) Collins. He is thus related to the powerful Lindell family, and through such descent inherited real estate and other wealth which places him beyond the necessity of following a profession for a livelihood; but he is actuated by the principle that there is work for every man to do and that there is none so unfortunate as the idle, and accordingly he follows the law from a genuine love for it, a devotion which has been rewarded by a success that has greatly increased the wealth of his inheritance.

While Robert was yet an infant his parents removed to St. Louis. After he had taken the preparatory courses at various schools in this city, he was sent to the celebrated Washington and Lee University at Lexington, Virginia, and graduated in 1872. He immediately determined to adopt the law, and on his return to St. Louis began his reading in the office of Britton A. Hill, afterward finishing at the St. Louis Law School. He was given admission to the bar in 1872, and with James L. Carlisle formed a

partnership which lasted two years. This was followed by a partnership with his old preceptor, Britton A. Hill.

After four years this was also dissolved and the present partnership formed with Dorsey A. Jamison, which as a legal firm is now the oldest in the city. Mr. Collins handles a general legal business, but it seems to have been his fortune during the last eighteen years to have appeared as counsel in a great many important cases. One of these in particular, which might be

mentioned, was the case of Glasgow vs. Baker, which was a suit in ejectment brought by the public school commissioners of St. Louis, who claimed title to 83,000,000 of land located in the West End. Mr. Collins became counsel for defendants in 1884, but the case had been pending since 1853. He pressed the suit to a successful conclusion for the defendants through the Circuit Court, the Court of Appeals and the Supreme Court of the United States.



ROBERT E. COLLINS.

Mr. Collins was married to Miss Ida K. Bishop, of Baltimore, Maryland, in 1873.

**TEICHMANN, CHARLES H.**, was born at Celle, Hanover, on July 27, 1832. His father, Friederich Teichmann, was a man honored in his native land, and for forty-eight years held the responsible position of title inspector in one of the high courts of justice in Germany. His mother's maiden name was Christiana Holckamp.

He was educated in a private school, taking



the collegiate course at the university or gymnasium, which he left in 1847 to go to Brunswick, where he expected to learn mercantile business.

At that time the stories of the freedom and fortune to be found in America attracted his attention, and that with the testimony of friends who were here or had been here, clinched his determination, and he accordingly severed his connection with his employers at Brunswick and sailed for America. He first set foot on the shore of America at New York, in August 1849.

When he arrived he had little worldly wealth, but was full of youth, hope and ambition, and immediately set about the search for employment, which he soon found in a mercantile establishment, keeping the books, doing office work, etc. He held this position about two years, when he again concluded to move westward. He was engaged as book-keeper by Louis Speck, who was at that time in the wholesale notion business on Main street, to accompany him to St. Louis, where they arrived in the summer of 1853. Young Teichmann at once entered upon his work as the book-keeper of the firm of L. & C. Speck & Company. In 1855 he was offered a better position by Angelrodt & Barth, commission merchants, and acted as salesman for them for two years, when, being convinced that the best way to get ahead in the world was as proprietor of some business, he, in 1857, in conjunction with Mr. Andrew Einstmann, who perished at the great Southern Hotel fire in 1877, established the firm of Teichmann & Company, of which he is now the head.

The firm does a general commission business, making the handling of barley a specialty. From the beginning the firm has extended its territory and influence, until it has become today one of the foremost and most influential firms in its line in St. Louis or the West. In 1882 the business had expanded to such an extent that incorporation became desirable, and this step changed the style of the firm to the Teichmann Commission Company. Mr. Teichmann was made the president of the company, and has held the office ever since.

Since 1855 Mr. Teichmann has been an

honored and influential member of the Merchants' Exchange. His worth and executive talent have been recognized by his fellow-members, and twice has been elected as vice-president, and also served two years on the board of directors, besides having been at various times called to serve on every committee pertaining to that body. On December 24, 1889, he was nominated in caucus for president, but declined the honor on account of his contemplated trip to Europe, his health being impaired. All men of Mr. Teichmann's probity, ability and influence generally meet with recognition by the community in which they live, and their names and services are in demand by various important enterprises, and Mr. Teichmann has not proved an exception. For eleven years he was president of the United States Savings Institution, but resigned the office in 1875 to go to Germany. For twenty-five years he has been interested in the Jefferson Insurance Company, and has been its vice-president.

When the war broke out in 1861 Mr. Teichmann was one of the first to enlist in the Second United States Reserve Corps, Colonel Kallman commanding, and he was appointed first sergeant of Company H; as such with his company he joined the General Fremont expedition by steamboats for Birds Point, remaining there in camp for thirty days. At the end of his enlistment for three months he was honorably discharged. Later he was sworn into the United States service twice, to guard the city.

He is considered one of the benevolent men of the city, and has done much for his less fortunate fellow-men. He is a member and trustee of the Merchants' Exchange Benevolent Society, and for over five years has been a member of the Mullanphy Board. In social and club life as well as in business circles he is a conspicuous figure, and is a member of the Germania Club as well as the Liederkrantz. Mr. Teichmann's marriage took place on September 5, 1857, and Miss Emily Bang, of Germany, was the lady who became his life partner. Of this marriage has been born five children, three living; William C., Otto L. and Anna.



*Carl Schumann*



HECKEL, GEORGE P., son of Charles and Eline (Fathman) Heckel, was born in St. Louis in the year 1856. He was educated at the public schools, and took a course at the Jones' Commercial College. At the age of fourteen he commenced to learn the hardware business, remaining a few years in the establishment of G. A. Spaunagel, and then securing a position in the wholesale house of Hilger & Company. The bulk of his training was, however, with the Shapleigh-Cantwell Hardware Company, in whose employ he continued until the year 1888. During his long connection with this house he filled several positions, his integrity and industry rapidly pushing him to the front. He was in control of various departments and acquired a full insight into the business in its minutest detail.

In the year 1888 he decided to use the small capital he had accumulated out of his savings in establishing a business on his own account. He accordingly secured premises at Cass avenue and Fifteenth street, where he opened as George P. Heckel & Company, and commenced a wholesale and retail hardware business. He succeeded beyond his expectations and soon found the quarters too small and out of the way for the trade that he built up. In 1890 the capital was largely increased and the firm was incorporated under the laws of the State as the Heckel Hardware Company, with a capital of \$100,000. It at once moved into the new building erected for it by Mr. L. C. Nelson, president of the St. Louis National Bank, on

Twelfth street, between Locust and St. Charles, and is now one of the leading wholesale hardware establishments of the West.

The new building is six stories high, thoroughly equipped for the business, and in every way suitable for the purpose. It is strongly constructed and has modern appliances of every description. Its location was condemned by several at the time the plans were approved, but Mr. Heckel rather prides himself on having been one of the first to recognize that



GEORGE P. HECKEL.

Twelfth street is destined to be the leading thoroughfare of St. Louis. Its exceptional width and its unique street railroad facilities are already bringing it to the front, and the completion of the new City Hall, and of the stone bridge over the railroad tracks will still further cement its hold on the first place. Mr. Heckel saw all this in advance, and by securing a good location at the then low prices, saved his company many thousands of dollars.

The same foresight has been freely exercised in the conduct of the business, and the monthly returns are increasing so rapidly that the house bids fair to acquire national fame before the end of the present century.

Mr. Heckel is a Mason and a Knight Templar. He is also an Odd Fellow, and a prominent member of the Legion of Honor. His extensive experience as a traveling salesman makes him an important and valuable counselor of the Travelers' Protective Association and also of the Western Commercial Travelers' Association, and



he is interested in other well-known societies. He is a man of strong convictions and good presence, and impresses those with whom he comes in contact with his earnestness and truthfulness.

WHITTEMORE, FREDERICK CHURCHILL.—In St. Louis business circles a man young in years, but with a mature prosperity he has won, is the central figure of this brief history. Although he is not yet thirty he has attained a degree of prosperity that some men strive an entire lifetime for and never find.

His father, Robert Blackwell Whittemore, was a native of New York, and came to St. Louis in 1845. At first he engaged in the wholesale hat and fur business, at which he was very successful for a period of thirty years. After his retirement from this line he became a cotton compressor, and made considerable money at the business during the fifteen years it engaged his attention. He is still active and fills a useful position as president of the Levering Investment Company. The mother's maiden name was Katherine Levering. She was a native of Springfield, Illinois, and came to St. Louis with her parents in 1845, the same year her husband reached the city. Her father was Lawrason Levering, of the St. Louis Bagging Company, and vice-president of the Merchants' National Bank.

Young Whittemore is a native of this city, having been born here August 31, 1864. He attended the public and private schools of the city regularly, applying himself with industry to his studies until he had reached the age of sixteen, when he left school to accept a position as clerk with the St. Louis Bagging Company. He remained in this position seven years, or until 1887, during that time earning the esteem of his employers and a reputation for promptness, industry and penetration.

Concluding that the only position for an ambitious man was in a business of his own, in 1887 he opened an insurance office with Nicholas R. Wall as a partner, the firm doing business under the title of Wall & Whittemore. As thus

constituted the firm is doing business to-day. Among the companies for which the firm is resident agents, are the St. Louis branch of the Commonwealth Insurance Company, of New York; the North River Insurance Company, of New York; Reading Fire Insurance Company, of Reading, Pennsylvania; Ohio Farmers' Insurance Company, of LeRoy, Ohio; the Eagle and Broadway, of New York, and the Citizens, of Pittsburgh. Its success has far exceeded the expectations of its founders, and it stands to-day as an example of what perseverance, ability and fair dealing can accomplish.

Besides his insurance interests, Mr. Whittemore is secretary of the St. Louis Bagging Company, and is a director and was one of the incorporators of the Ranken & Fritsch Foundry and Machine Company. He was president of the Missouri Mantel Decorating Company until last January, when he resigned, and he is at the present time the largest stockholder.

Mr. Whittemore is a very popular young man and is a leading member of the University Club. He is a member of the Merchants' Exchange also.

Mr. Whittemore has a handsome and brilliant wife to whom he was married November 17, 1892. She was Miss Elenore Englesing of this city, but formerly of Mississippi.

ROOD, HORACE EDGAR, son of Horace Fuller and Nancy (Louden) Rood, was born at Riceville, Pennsylvania, November 4, 1855. When he was still an infant his parents moved to Nokomis, Illinois, where Horace was educated in the public schools, and subsequently assisted his father in the mercantile and express business. He took kindly to, and was successful in, the transportation business, and when only seventeen years of age he was given entire charge of the American Express Company's office at Nokomis, and for five years conducted the business in a highly satisfactory and creditable manner.

In 1878 the company realized that young Mr. Rood's talents fitted him for work in a larger field than Nokomis, and accordingly transferred



*Churchill Dugan*



him to St. Louis, where he filled various positions for the company until the year 1884, when he was promoted to the agency for the American and Wells Fargo & Company Express, which position he has held up to April 1, 1893, when he retired to become the president of the fashionable Hotel Beers, and to the business of which he has since devoted his attention.

Mr. Rood was looked upon as one of the ablest expressmen in the western country. His youth was freely commented upon at the time he was given the management of affairs at St. Louis, and it was argued that so young a man could not be relied upon as head of such an important office. But while it was true that Mr. Rood was the youngest man ever placed in charge of a metropolitan office, it is equally true that no office was ever managed with greater success, or in a more creditable manner. The capital of the two companies amounts to thirty million dollars, and the responsibility of the position was very great, but Mr. Rood never faltered, and succeeded by his ability and energy in increasing the yearly volume of business winning additional respect from his employers and their patrons.

He is still a young man, very popular in St. Louis, and with a large number of friends in Illinois and throughout the West. Since becoming interested in the Beers, he has shown the executive talent he applied to the express business, and has proved himself able to fill the place competently. He married in 1886 Miss Josephine Jesse Norton.

JONES, WILLIAM CUTBERT, one of the leading members of the bar of St. Louis, which is justly celebrated throughout the entire country for the learning and intellectual ability of its members, was born at Bowling Green, Kentucky, July 16, 1831. In 1834 his parents moved from Kentucky to Chester, Illinois, where his father practiced medicine and surgery, occupying the front rank in his profession. His father was the son of Francis Slaughter Jones, who was an extensive planter and prominent citizen of Virginia, living at Culpepper Court House. His mother's maiden name was Eliza R. Treat, daughter of Hon. Samuel Treat, at one time United States Indian agent at Arkansas Post.

Judge Jones was educated at McKendree College, Illinois, being a graduate in the class of 1852. After graduating he went to Bowling Green, Kentucky, and read law under the direction of Loving & Grider, and was admitted to the bar in 1853.

After his admission



HORACE E. ROOD.

to the bar he practiced law at Chester, Illinois, for a year. He came to St. Louis September 1, 1854, forming a law partnership with William L. Sloss, which was dissolved after one year. He then entered into partnership with the late W. W. Western, of Hopkinsville, Kentucky, which continued until 1860, when he formed a partnership with the late Judge Charles F. Cady, which was dissolved by mutual consent on the breaking out of the war, and on May 8, 1861, he enlisted in defense of the Union, and was commissioned captain of Company I, Fourth United States



Reserve Corps (the late B. Gratz Brown's regiment), and took part in the campaigns in Southwest Missouri. In October, 1862, he was appointed pay-master in the United States Volunteers, with the rank of major, and served in this capacity until the war ended, and was mustered out of the service November 15, 1865, after a continuous service in the army of over four and one-half years.

Immediately after coming home from the army, Major Jones associated himself with Wyatt C. Huffman in the sign and steamboat painting business, which proved entirely successful in a financial way, but injured his health to such an extent that he gave it up and resumed the practice of law in January, 1868, in partnership with Charles G. Mauro, under the firm name of Mauro & Jones, which lasted until 1871, when he formed a partnership with John D. Johnson (he being the senior member of the firm), which continued until he was elected judge of the Criminal Court of this city, in November, 1874. While serving as judge of this court he tried some of the most notable and important criminal cases ever tried in this country. Among them were the celebrated Kring case, the trial of McNeary for the murder of Ida Buckley, and of the five Sicilians for killing a peddler.

When Judge Jones retired from the bench in December, 1878, he again resumed the practice of law, this time in partnership with Rufus J. Delano. This partnership continued until 1883, after which he practiced alone until the spring of 1885, when he formed a partnership with his son, James C., which is still in existence, and has an extensive practice in all the civil courts.

Although devotedly attached to the cause of the Union during the late civil war, he favored the most liberal policy towards those who had fought on the other side, advocating their enfranchisement and the removal of all disabilities on account of their participation in the rebellion, and has since been in accord with, and an active and consistent member of the Democratic party. During the dark days of that party he did not hesitate to advocate its cause,

nor to accept a nomination when it meant only obloquy and defeat. He was its nominee for clerk of the Circuit Court of St. Louis county, in 1866, and went down in defeat with his party. In the presidential campaign of 1868 he was the candidate for elector in what was then the second congressional district, comprising nine counties, and when the election day came, he had gone over his district three times, advocating the election of Seymour and Blair.

Among the illustrious names to be found upon the rolls of the grand fraternal and benevolent order, the Knights of Honor, none occupy a higher place than that of Judge William C. Jones. He has been grand dictator of the State, and a member of the Supreme Lodge for twelve years, and was chairman of the committee that framed the present constitutions of the supreme and subordinate lodges, and also chairman of the committee on appeals and grievances in the Supreme Lodge, and member of the committee on laws.

Whether as soldier, lawyer, judge or an everyday private citizen, Judge Jones has invariably shown himself to be the same brave, honest, just and amiable gentleman, sympathizing with and ready to fight the battles of the poor and lowly, and bestowing upon all whom he meets the same kindly greeting.

He has always taken an intelligent interest in local movements of importance, and is always quick to grasp the important points in any question where a difference of opinion is likely to arise in commercial as well as legal matters.

Judge Jones was married November 20, 1856, to Miss Mary A. Chester, of St. Louis, daughter of Joseph Chester, of Chester, England, and sister of the late Thomas C. Chester, by whom he has had seven children, four of whom are still living. The eldest, Fanny, is now Mrs. Walter B. Watson, of this city; the second, James C., now his father's partner in the law; Julia (the wife of Joseph P. Goodwin), and Giles Filley, now nineteen years old, and a very promising student at the Missouri State University.



*W. G. Jones*



WEST, STILLMAN AUSTIN, son of Robert and Cynthia Angelina (Smith) West, was born at Hopkinton, Massachusetts, July 24, 1849. His father was in the shoe business at the time of his birth, and his early days were spent in the very center of the shoe district of Massachusetts, where he received a public school education. At sixteen years of age it became necessary for him to earn his own livelihood, and he secured work in a shoe factory. He made no attempt to discover a royal road to success, believing that his only hope lay in thoroughly mastering every detail of the business. Hence he commenced at the bottom of the ladder and worked his way steadily up to the top of the tree.

At twenty years of age he was promoted to the head of a fitting room, of which he had entire charge. He displayed great mechanical talent and inclination, and was soon placed in charge of the entire machinery of a factory as adjuster and machinist. His promotion continued to be rapid through the various departments of the business, including also the designing of lasts and patterns, in which capacity, being of an inventive turn of mind, he was successful from the very beginning.

After gaining a thorough knowledge of the business he came west and settled at Racine, Wisconsin, where he was placed in charge of the Joseph Miller & Company factory. He established a perfect revolution in that factory by introducing shoe machinery hitherto unused and scarcely understood in Wisconsin. He re-

mained with Miller & Company for two years, during which time he invented and patented shoe machinery which has since developed into great value and general use. His success was so marked, and his patents proved of such great value, that he soon received a very flattering offer from the Carver Cotton Gin Company, of Boston, to make and sell his machines in connection with that house.

As a result, Mr. West, in spite of the protest of his principals, terminated his connections

with Mr. Miller and became connected with the Boston house as traveling salesman. His success was marked and he earned a high reputation by the able manner in which he not only placed machinery, but set it up for his various customers. While traveling for the Carver Cotton Gin Company he made the acquaintance of the principals of the Hamilton-Brown Shoe Company, of St. Louis, and in the year 1884 he accepted the position of manager and su-



STILLMAN A. WEST.

perintendent of their manufacturing department. His connection with that company was of a most satisfactory character, and the services he rendered it were of acknowledged value, doubling their sales in less than five years. He was superintendent of construction of the magnificent factory at Twenty-first street and Lucas place, which is acknowledged to be one of the finest and best equipped plants in the United States.

Mr. West terminated his connection with the above company in the fall of 1891, and in Feb-



ruary, 1892, he organized the West-Jump Shoe Company, which was incorporated with a capital of \$75,000, Mr. West becoming its president. The factory is located at the corner of Seventh street and Lucas avenue, and occupies six spacious floors, and as a result of the practical knowledge and ingenuity of its projectors is fitted up in the best possible manner, and is equipped with the latest and most approved machinery for the manufacture of the finest grades of shoes, with a capacity of 2,000 pairs of shoes per day. The company started out with bright prospects, and owing to the long experience of the several active members the future presents the most promising aspect. Already it has built up a magnificent trade in the South and West, thus adding to the long list of firms that have made St. Louis a name as a shoe manufacturing center, a concern of enterprise and energy, of which she may well be proud.

It is of interest to add, in this particular, that the shoe manufacturing industry has experienced a notable change since Mr. West located here in 1884. At that time but little regard was paid to the sanitary conditions and cleanliness of factories. During the early part of his career in St. Louis he succeeded in making the factory of which he was manager such a model one, that the best and most skilled operatives sought employment with him, and in order to compete the other factories were compelled to remodel after his example. In consequence of these important improvements St. Louis has come to the front, and is known by all buyers to have the cleanest, best equipped and managed factories of any city in the Union.

Mr. West is a prominent member of the Shoe Manufacturers' and Jobbers' Association. He is a member of the St. George's Church, of which he is junior warden.

He married, in the year 1886, Miss Anna Bowers, of Peru, Illinois. During his eight years' residence in St. Louis, Mr. West has made for himself a large circle of friends among the best people of the city, and is regarded as one of the responsible and enterprising men of this section of the country.

RICHARDSON, JACK PHILLIPS, son of Dr. Willie G. and Elizabeth Ann (Phillips) Richardson, is of English and Irish blood, and was born in Laurdale, Alabama, May 5, 1834. He was raised on a farm and received all the educational benefits a backwoods district could afford, which usually amounted to about three months' schooling within the year. When nineteen years of age he left the farm and went to Aberdeen, Mississippi, then the leading town in the Tombigbee Valley, where an older brother was already located, and secured a position as clerk in a general store.

In 1855 he went to Mobile, Alabama, then an important sea-port, and accepted a place which had been offered him in the wholesale and retail hardware house of H. L. Reynolds & Company. Here he gave such exceptional service and showed such rare mercantile ability that within five years he was made a partner of the firm. The civil war breaking out about that time proved most disastrous to the concern. The senior member of the firm having gone North on business, was arrested and paroled, and the four clerks of the house having entered the service, the entire weight of the business fell upon young Richardson. He closed out the business as soon as he could and entered the Confederate army, and was under Major Myers, chief ordnance officer of the Gulf Department, when the war ended.

When hostilities had ceased he returned to Mobile, and engaged in the wholesale grocery business until 1867, in which year he came to St. Louis. Here he embarked in the general commission business, which he conducted up to 1876, or until he instituted the present business of dealing in lumber. Mr. Richardson is known everywhere for his work in benevolent and fraternal circles, his membership in orders of this kind being altogether too extended to be treated of in a biography of this brief character. He is a high degree Mason and has held the highest offices of nearly all the orders with which he is connected.

He is a member and an ex-president of the Mercantile Club and is a member of the Mer-

chants' Exchange, the Lumbermen's Exchange and the Furniture Board Exchange. His interest in educational matters is no less pronounced than has been his work in fraternal circles, and he was elected to the Board of Education, as a director-at-large in 1887, by a majority of 4,636. During his four years' term he did exceptional work for the cause of education.

In 1857 Mr. Richardson was married to Miss Louisa Meek, of Aberdeen, Mississippi, who died in 1863, leaving two sons, who are now successful business men. In 1864 he was again married to Miss Mary C. Stodder, of Mobile, Alabama, of which union three sons and five daughters have been born, all now living but one.

WYETH, HARRY BISSELL.—A native of St. Louis, and one among her young men of promise, is Harry Bissell Wyeth, who is at present identified with the lumber interests. He was born in this city June 6, 1867, and has, therefore, only passed the quarter

century mark. His mother, Elizabeth (Rodehaver) Wyeth, was born in St. Louis county, and his father, J. H. Wyeth, a native of New York, was for a number of years after coming to St. Louis the purchasing agent of the Missouri Pacific Railroad, but is now engaged in the railway supply business in this city. For six years young Harry attended the public schools of St. Louis, and then entered the Manual Training School Department of Washington University, graduating from that institution in 1884, being a member of the second class turned

out after the organization of the school. But he did not consider that this completed his education, and from the St. Louis Training School he went to Ann Arbor, Michigan. He entered the celebrated University of Michigan, where he studied for nearly four years, but was compelled to leave without graduating, owing to ill health.

Leaving college, Mr. Wyeth spent a year traveling through various parts of the United States, looking for a business location and for

the purpose of becoming acquainted with the people and country in which he lived. He finally settled at Hazelhurst, Wisconsin, where he took a position with the Yawkey & Lee Lumber Company, having determined to learn the lumber business. He was always thoroughgoing by nature, and he was under the conviction that that which was worth doing at all was worth doing well; and thus for one year he did the hardest kind of work in the woods,



HARRY B. WYETH.

yards and mills of the company, doing all the regular labor of a roustabout and learning every feature of the business. At the end of the year he was ready to enter the business for himself in a small way, and he accordingly journeyed into the pineries of Arkansas. After about a month spent in prospecting, he purchased a small interest in the A. J. Neimeyer Lumber Company, with headquarters at Waldo, Arkansas, where he was made manager in the office and was soon advanced to the place of secretary, which he held until he severed his connection

with the firm in the spring of 1891. He was induced to make this change by the opportunities he was certain St. Louis held out to a quick and energetic lumber dealer. Coming to this city, with the small capital which had rapidly increased since he had come south, he organized the Southern Lumber Company, and thus embarked in business for himself. The company does an extensive and profitable wholesale and commission business in yellow pine and hard woods, and in 1892 Mr. Wyeth bought out his backers and incorporated his business as the Wyeth Lumber Company.

Although a very young man he has the rare faculty of profiting by every experience, and he now knows more of the lumber business than many other men who have been in it all their lives. He has inspired confidence in many men of shrewd judgment and possessed of large means, and as a consequence now has extensive capital back of him, and will undoubtedly make his mark in the commercial world.

While attending college at Ann Arbor, Michigan, Mr. Wyeth met and fell in love with Miss Daisy Richardson, one of the belles of the university town, and the daughter of Noah Richardson, one of the pioneers of the Saginaw Valley, a prominent citizen and at the time of his death a banker of East Saginaw. As the love was mutual the marriage took place immediately after the young student's graduation.

WATSON, HOWARD, was born May 13, 1855, at Mount Vernon, Jefferson county, Illinois. His parents were Joel F. and Sarah Watson. His father was also a native of Mount Vernon, and was in many respects a remarkable man. He was six feet two in height, and although afflicted from the age of nine years with paralysis, he was a diligent and thorough student, and after securing a good education he engaged in teaching school, after which he began in the mercantile business, his house becoming one of the most important in that section, and held its rank as such for many years. It is well remembered by the older houses of St. Louis. He raised and educated a large family, and during

his life succeeded in accumulating a great deal of property. His mother died when he was four years old.

The subject of this sketch attended the public schools at Mount Vernon until he was sixteen years old, when he entered the employ of a builder and contractor, and learned the carpenter's trade. After working at that business for about four years, he went into the lumber business at Belle Rive, Illinois, with a partner, who, at the expiration of six months, absconded with the partnership funds. Mr. Watson then entered a dry goods store at Mount Vernon and held the position of clerk there and at Rushville until 1880, when he was employed as a book-keeper by a lumber firm at Mount Vernon. While in Mount Vernon he ran as an independent candidate for tax collector, and was elected by a large majority and held the office one year, declining a second term. He secured a position with Col. Jack P. Richardson, of St. Louis, in 1881. He remained with Colonel Richardson until 1885, and then went into the wholesale lumber commission business on his own account, with offices in the McLean Building, but soon found the offices too small for his increasing business, and moved to 405 Walnut street, and later to his present location in the Temple Building, where he has large, well-lighted and well-ventilated offices, which afford ample facilities for his large and increasing trade, which is mostly local. He deals principally in hard wood lumber, and his sales during the year 1891 amounted to twenty millions five hundred thousand feet. Mr. Watson was one of the principal organizers of the St. Louis Lumber Exchange, which was organized in March, 1889, and incorporated under the laws of Missouri on June 27, 1891, and he was made a director on its organization. At their annual meeting, January 1, 1892, he was elected treasurer. Mr. Watson, while a young man, is thorough, and devotes his whole time to business, and has never taken any active interest in politics.

Mr. Watson has two brothers, both of whom are men of prominence in their respective professions. Walter Watson is a well-known phy-



sician, and Albert, the youngest brother, is making a brilliant record as an attorney.

Mr. Watson was married some years ago to Mrs. Fannie H. Fisk, of this city. They have one child—Martha, six years old.

WENZLICK, ALBERT.—One of the young men of marked energy and ability in the title examination and investment field, is the subject of this brief biography, who was born in this city April 22, 1860, his parents being Peter and Mary (Voldrath) Wenzlick. He was given an elementary education in both the public and private schools of the city, and finished by attendance at the Polytechnic Institute, where he was a pupil at different periods from the time he was twelve until he was twenty years of age. In 1876 he entered the office of his brother, who had that year established the title examination and investment business now conducted by Albert. From 1880 to 1885 he was connected with the title examination business of M. B. O'Reilly, but in the year last named formed a partnership with his brother, which existed until it was dissolved by the latter's death, about three years ago. Since then Mr. Wenzlick has conducted the business alone, and has been most successful.

One of the specialties of this business is the investigation and verification of titles by an original and most ingeniously devised system. Other features of the business are the drafting of conveyances, mortgages, wills, power-of-

attorney, and legal documents of all kinds, as well as investments of capital. Mr. Wenzlick has business relations with no less than sixteen building and loan associations. Of the Columbia, the Columbia No. 2 and the American Investment Building and Loan associations, he is at the present time the secretary. He is also a member of the Legion of Honor. On April 17, 1888, Mr. Wenzlick was married to Miss Emma Schall, daughter of a prominent dry goods merchant of East St. Louis. They have one child living—Albert, Jr.



ALBERT WENZLICK.

REYNOLDS, THOS. FRANK, is a living illustration of what push and energy, combined with good business ability, will accomplish. He was born at Keokuk, Iowa, January 20, 1860. His parents were Charles C. and Katherine (McKernan) Reynolds. His early education was acquired in the public schools, later at the Christian Brothers' College and the St. Louis University, then located at Ninth and Christy (now Lucas) avenue. At the early age of fourteen years he went to work in the dry goods store of B. L. Hardon, then one of the leading establishments of St. Louis, remaining there two years, when, not finding the life of a dry goods clerk exactly congenial, he entered the carriage factory of McCall & Haase, where he remained four years.

In the meantime he had thoroughly mastered the art of carriage building in all its details, and feeling a desire to see something of the great world outside of St. Louis and vicinity, he bade



adieu to the "Mound City," and for five years he tried Cincinnati, Chicago, Baltimore, Philadelphia, New York and other eastern cities. Then, finally becoming convinced that St. Louis offered about as good a field for an enterprising man as could be found, he returned in 1885, going to work at his trade. In November 1888, he engaged in the carriage business with W. C. Creveling, at 2006 St. Charles street, where he is at present located.

Mr. Reynolds is still enjoying a life of single blessedness, and resides at home with his parents.

SIMPSON, WILLIAM SIMEON, son of Joseph and Eliza (Haslett) Simpson, was born on a farm in Hamilton county, Ohio, July 1, 1847. His father was a native of England, but had emigrated to Montreal, and subsequently to Ohio, prior to the birth of the subject of this sketch. When William S. was but three years of age his father died, and Mrs. Simpson moved to St. Louis in the year 1858. It was in the public schools of this city that Mr. Simpson's education was received, remaining at his books until eighteen years of age.

On leaving school he secured a position as clerk in the quartermaster's department of the Federal army stationed in this city, and after a short term of service there he entered the box factory of Henry B. Poorman as book-keeper and clerk, remaining with this firm until 1870. In that year he became book-keeper and general office assistant for Mr. J. H. Pocock, manufacturer of tin cans, remaining with this firm until 1873, when he resigned and in connection with Mr. J. Christopher organized the firm of Christopher & Company, which was the beginning of the present Christopher & Simpson Architectural Iron and Foundry Company. Mr. Simpson took an active part in the organization and work of the foundry, which made a specialty of architectural iron work. It has been entrusted with the iron work of a large number of very important buildings and establishments, including the Bank of Commerce, the Mercantile Library, the Odd Fellows' Hall, the new City

Hall, the Bell Telephone Building, the new Polytechnic Building, the Rialto Building, and the New Planters' House.

In 1882 the firm was incorporated as the Christopher & Simpson Architectural Iron and Foundry Company, with Mr. J. Christopher as president, Mr. Wm. A. Rutter as vice-president, and Mr. Wm. S. Simpson as secretary and treasurer. During the ten years which have elapsed since the incorporation, the firm has more than doubled its business, and now occupies the large foundry on Park avenue between Eighth and Ninth streets.

Mr. Simpson is a member of the Legion of Honor; is president of the Park Building Associations, Nos. 1 and 2; a member of the Merchants' Exchange; a member of the Builders' Exchange of twenty years' standing and two years as director; and is a large stockholder in the Jaccard Watch and Jewelry Co., of Kansas City.

He married in the year 1876 Miss Belle Buckingham, of St. Louis. He has four children, William S., Jr., Lillie Belle, Grace Mildred and Edgar Ralph.

Mr. Simpson is an influential church worker, is a member of the Park Presbyterian Church, and for the past five years has acted as one of its elders. He is regarded as a man of progressive ideas and of public spirit.

BOHMER, JOHN G., principal and sole proprietor of the well known Jones' Commercial College, on Broadway, between Olive and Locust streets, is the son of Henry and Margaret (Kindlein) Bohmer, and was born on a farm near Richfountain, in the month of November, A. D. 1850. He was educated near his home until seventeen years of age, when, aspiring to acquire a sound business training, he came to St. Louis and took a complete course in the Jones' Commercial College, which even at that date was regarded as one of the most reliable commercial colleges in the United States. His ability attracted the attention of the principal, and owing to his extraordinary skill in penmanship he was appointed assistant writing teacher. He held this position for a short space of time, when



*Wm. S. Simpson*



he was promoted to professor and principal in the penmanship department.

During a course of years Mr. Bohmer gave instructions in the art of business writing in a most successful manner to an ever-increasing number of pupils, and his reputation became very popular throughout the country. He was finally appointed general superintendent of the college, and after holding this position for a number of years he then, in the year 1880, became associate principal with Professor Jonathan Jones, founder of the college, acquiring an interest in the business. In February, 1884, Professor Jones died, and Mr. Bohmer, the surviving partner, became sole proprietor of the school.

So many hundred of the leading men in St. Louis owe much of their success in life to the training they received in Jones' Commercial College, that it would be superfluous to enlarge at any length on the value of the institution to the city and the country surrounding it.

The average number of students attending in the various departments of this institution is above five hundred; and while a majority of these are St. Louisans, quite a number come in from distant cities and countries in order to partake of the training and other advantages offered. It is an interesting feature of the college, and one which redounds greatly to the credit of those at its head, that quite a large percentage of the students are sons of men who themselves took a course at the college twenty, thirty and forty years ago. A higher

mark of appreciation or more sterling praise could scarcely be given an institution than this, and it has become a rule in St. Louis to accept an applicant for a position without close examination into his ability, provided he has a diploma from the college of which all St. Louisans are so justly proud.

Mr. Bohmer, who is a modest, unassuming man, does not claim entire credit for the magnificent success of the college, but it is universally known that he brought with him into

the institution many modern ideas which have proved of inestimable value to it and to the student. One department he has added has resulted in many hundreds of young men and young ladies securing lucrative positions. This is the short-hand and type-writing department. Mr. Bohmer teaches the Isaac Pitman system, because the general verdict of the English-speaking world is in favor of this style of the winged art of writing. Full tuition is also given in the use



JOHN G. BOHMER.

of all the leading and popular type-writing machines, thus enabling the graduates to operate any type-writer that may be placed before them, which is considered an absolute essential to the make-up of the efficient stenographer. Graduates of the short-hand and type-writing departments are constantly in demand by the leading business and professional men of the city and country, who apply to the college for competent stenographers. Mr. Bohmer has perfected arrangements with the Western Union Telegraph Company whereby students are made efficient



telegraphers; and so complete is the tuition in this regard that students who have been through a thorough course are readily accepted for positions in the leading railroad and telegraph companies.

In other respects Mr. Bohmer has added to the high reputation of the college, and he is regarded as one of the best informed and most successful teachers to be found in the West, as well as one of the deepest thinkers and ablest scholars of the country. His advice on questions of tuition is frequently sought, and he is an acknowledged authority on all matters bearing upon commercial training and mercantile education.

SCUDDER, JAMES WHITE, son of John A. and Mary (White) Scudder, was born in St. Louis, July 3, 1861. He was educated in the public schools, and then went through a course of study at Washington University. When twenty years of age he commenced what has already proved a most successful commercial career as clerk with Messrs. Fink & Nasse, wholesale grocers, with whom he remained one year.

On attaining his majority he accepted a position with Garneau, Scudder & Company, and on that firm going out of business, he became secretary of the Kraft-Holmes Grocery Company, filling that position for six years, during the latter portion of which much of the active management fell into his hands. When the firm decided to retire, he purchased the stock and good-will and established the firm of James W. Scudder & Company.

The new firm has only been in existence for four years, but the business already shows a very large increase, and prospects for the future are bright in the extreme. Mr. Scudder is but thirty-three years of age, but he has made the best possible use of the last ten years, and is in consequence a very competent business man. He has associated with him in partnership, Messrs. George Miltenberger, H. H. Downman and Henry Reinhart, making the firm a very strong and capable one.

Mr. Scudder married on February 18, 1891, Miss Harriett McKinley, of this city.

GOLDMAN, JAKE D., son of Demascus and Anna (Meyer) Goldman, was born in Germany, April 26, 1845. He received a public school education in his native land, and when fifteen years of age he came to America, where he secured a position as clerk in the general merchandise house of Meyer Brothers, New York. Then went south and joined the Southern army for four years, under General Bragg. At the close of the war, in 1865, Mr. Goldman moved to Arkansas, where he established himself in the merchandise business, among his old comrades of the army. For ten years he remained in Arkansas, and built up a valuable connection. In 1875, however, he decided to go into business in a metropolitan center, and moving to St. Louis he opened the house of Adler, Goldman & Company, which was incorporated in the year 1888.

Mr. Goldman has a general merchandise business at Malden, Missouri, and also at Dardanelle, Arkansas. He is also a partner of Jarrett & Company, of Mariana, Arkansas, as well as president of the Goldman & Levy Land Company, at Duncan, Missouri. The Adler-Goldman house had a branch at New Orleans for nine years, and the combined firms have a record for having one of the largest connections in the United States.

Despite his numerous commercial duties, Mr. Goldman has been pressed into other service. In the year 1881 he was appointed president of the St. Louis Cotton Exchange, and is now a director. He was one of the first directors of the Cotton Belt Route, investing money to foster the enterprise. Few men have done more to make the Exchange a practical success, and he is consulted on every emergency, with utmost confidence in his decision. He is also director and stockholder in the St. Louis Cotton Compress Company.

Mr. Goldman married, in January, 1880, Miss Sarah Hirsch, of Batesville, Arkansas, and has four children, Alvin, May, Florence and Hortense. He is one of the substantial commercial men of St. Louis, and has unbounded faith in the future of the city in which he has made his home.

ROBINSON, E. C., was born at Maryville, Union county, Ohio, in 1848. His parents, William M. and Hannah H. (Crawford) Robinson, were among those sturdy pioneers who pushed up the line of civilization from the Alleghanies westward beyond the Rockies. The elder Robinson was born in 1808, a day when that spot was considered at the extreme western frontier of civilization. The Indians roamed through the wilderness thereabout in pursuit of the game which had not then fled before the destructive white man. Amidst such scenes the father of E. C. Robinson passed his boyhood, the playmates of his childhood and the companions of his youth being Indians, some of whom afterward became distinguished as warriors and chiefs. The old gentleman, who is still living in excellent health, at the advanced age of eighty-five, has always contended that the American Indian has been more sinned against than sinning.



E. C. ROBINSON.

The subject of this sketch was the youngest of seven children, and up to his eighteenth year enjoyed those educational advantages offered by his native place, which usually consisted of six months' schooling in the year. When twenty years of age he left the paternal roof to go to Kansas, locating at Ottawa. When he reached this destination his total assets amounted to eight dollars, which to him meant, instead of despair and discouragement, that he had to go to work. Taking the first thing that offered, a position of general utility man in a bakery, he

held it until he secured a situation as clerk in a grocery store, a few months later.

In 1870 he went into the grocery business for himself at Thayer, Kansas. There he also bought a tract of land for \$400 and sold it for \$800, but in 1873 his establishment was destroyed by fire, the loss being total. Despite this overwhelming disaster the owner went cheerfully to work to retrieve his fortune, and in 1880 he was able to sell a lumber yard which he had acquired and his stock of groceries and

hardware at a good price and connected himself with the lumber firm of S. A. Brown & Company, of Chicago, then operating about seventy-five yards in Kansas and Western Missouri. Mr. Robinson had charge of twenty-five of these yards, with headquarters at Ottawa.

In 1889 he disposed of his interest in the above firm, and in January, 1890, came to St. Louis. He at once purchased the lumber yard of G. H. Boeckenkamp, on Monroe street. Im-

mediately he made further investments in lumber, establishing yards on Easton avenue and King's Highway, this city, and at Ottawa, Kansas, and Madison, Illinois. His trade is growing rapidly, in the manipulation and increase of which the same energy and business sagacity that marked his earlier business ventures are plainly discernible.

He is still a comparatively young man, in the enjoyment of vigorous health, and an active worker, who never tires of "standing up for St. Louis" and singing its praises.

FOUT, FREDERICK W.—Frederick W. Fout, the successful claim and pension attorney, was born October 30, 1839, in the little town of Meissen, near Buckeburg, Germany. His mother was Sophia (Spannuth) Fout, and his father, Frederick Wilhelm, was the village blacksmith of the little town of Meissen. His parents were thrifty and economical, and fully comprehending the benefits a good education confers, kept the boy in steady attendance at the school of his native village, which he left at the age of fifteen to go out in the world and seek his fortune. Sailing for America, his journey found an ending at New Palestine, Indiana, where an uncle lived, and with whom he made his home. There he continued his studies until he determined to become altogether independent, and engaged himself to a carpenter to learn the trade. After his apprenticeship was completed he worked at his trade for awhile, but aspiring to a higher calling and a better education, he temporarily laid aside his saw and plane to enter Franklin Academy, Indiana. This was in 1859, and he attended school in winter and returned to his carpenter work in summer, until the spring of 1861, which proved a momentous epoch in his life, as it did in the lives of thousands of other Americans.

He was filled with an intense patriotism for his adopted country's cause, and at the very beginning of the war, or in April, 1861, enlisted at Indianapolis as a private in Company I, Seventh Indiana Infantry. The regiment participated in the battles of Philippi, Laurel Hill, and Carrick Fort, all in West Virginia, but as the men had only enlisted for three months, in August they were ordered back to Indianapolis and mustered out. But young Fout had enlisted in the beginning with determined and patriotic motives, which were not in the least abated by the service he had seen, and he accordingly at once re-enlisted in an artillery regiment. The latter was broken up by internal dissensions, but each battery entered the service as an independent organization.

In January, 1862, Mr. Fout was made orderly

sergeant of the Fifteenth Indiana Independent Battery, and in August of the same year won promotion to a second lieutenancy for gallant service. In January, 1864, he was made first lieutenant, and after that time was almost continuously in command of the battery, which saw almost constant fighting under Generals McClelland, Miles, Burnside, Schofield, Sherman and Cox; and it may be mentioned incidentally that it was one of Lieutenant Fout's guns that threw the first shell into Atlanta. In June, 1865, the lieutenant and his battery were mustered out at Indianapolis, its commander having served from the first to the last month of the entire war.

Not having seen his parents for almost a dozen years, soon after the declaration of peace he determined to visit them, and sailed for the fatherland. He remained there but a short time, but long enough to form a tender attachment for Miss Mathilda C. Brandt, the daughter of his old school-master, who was a child four years old when he left home. The young lady reciprocated, and in 1866 came to New York, and on August 27th, in that city, they were married.

After the honeymoon the young couple went to Indianapolis, where Mr. Fout, with others, became interested in the glass manufacturing business, their plant being at that time the first and only one in the West. After a number of years he severed his connection with the glass company, and subsequently engaged in various commercial enterprises, meeting with success in some and reverses in others. In 1881 he came to St. Louis, and for seven years was considered by the Missouri Glass Company one of its most valuable traveling salesmen. He resigned because the work kept him too much away from home. Surveying the field after his resignation, he decided to go into the claim and pension business. He fitted himself therefor, was admitted to practice before the governmental departments at Washington, and is now at the head of one of the most extensive and successful pension and claim businesses in the West. In addition to his large practice he has, of late years, given





*Fredk. W. Root*





considerable attention to building, and in the course of the last three years has enriched the city of St. Louis with some of the finest and most modern residences to be seen in the western part of the city.

BAKER, JAMES EUGENE, son of Joseph and Alma (Hendricks) Baker, was born in LaSalle county, Illinois, May 1, 1847. He was educated in the common schools of his native county, and subsequently received his collegiate training at Knox College, Galesburg, Illinois, graduating in the class of 1872. He immediately started out in the world to earn his living, and in the fall of the same year he left school found himself at St. Paul, Minnesota, where he secured a situation with the St. Paul Harvester Works. In this position he executed his work so faithfully, and did his duty so well, that in about two years after he reached St. Paul he so favorably impressed the wholesale grocery firm of Newell & Harrison, in the neighboring city of Minneapolis that they offered him employment as traveling salesman.

He remained with this house a year, and was a very successful salesman, but he had reached the conclusion that St. Louis offered exceptional opportunities to a young man, and he accordingly left the firm and came to this city in 1875. He at once accepted a position as solicitor for the Mutual Benefit Association, of Newark, New Jersey, at which work he continued until the year 1880, when he accepted a better position

as a solicitor for the Mutual Life, of New York.

For seven years he worked industriously in this capacity, or until his superiors became aware that his knowledge of the insurance business and his devotion to their interests entitled him to promotion. He was made superintendent of agencies, an office he administered for two years, or until the year 1889, when he associated himself with the Messrs. Sherman and Joseph E. Baker, under the firm name of Sherman, Son & Baker, in the general insurance agency business.

In June, 1892, this firm was succeeded by James E. and Joseph E. Baker, under the style of Baker Bros. The firm holds the general agency for the Mutual Life Insurance Company, of New York, and the agency is one of the most important in the gift of the company, its territory covering Missouri, Oklahoma and Indian Territory, a section that contains more patrons of the Mutual Life than any other life insurance concern can boast. Mr. Baker is



JAMES E. BAKER.

considered one of the most expert and best posted life insurance men in St. Louis. He has forced his way to the front with very little outside assistance, and with nothing but his pluck and energy to assist him, and is now regarded as not only an insurance expert, but also as an exceptionally valuable citizen and general worker for good.

He was married May, 1876, to Miss Frances Riley, of Rome, New York. Mrs. Baker died August 5, 1881, leaving three children—Maud, Henry E. and George S.

DREW, FRANCIS A., the third son of William Henry Drew, of Lismore, Waterford county, Ireland, was born June 7, 1818. He, with his brothers, was educated by a private tutor until the former was fifteen years of age, when he was sent to the college of the Trappist Monks, at Mount Melleray, remaining there as a pupil until he was seventeen. In order to complete his studies he was sent to the Catholic University of Ireland, and whilst there determined to take up the study of medicine. Successfully passing the examination for entrance, he was given the benefit of lectures at the University School of Medicine, and for hospital practice attended the Mercer Street, Mater Misericordia and St. Vincent hospitals. He had as fellow-students at this time many men who afterward rose to distinction as members of the Parliamentary party of Ireland, such as John and William Dillon, O'Connor, Fottrel and Dawson, and also Henry D'Arcy, who became a prominent member of the St. Louis bar.

During the Fenian excitement of 1867-68, Mr. Drew, with other students of the university, was suspected with being in sympathy with the movement, and not wishing to incur the displeasure of the authorities, he determined to leave his native land. Being informed that the position of house surgeon in a hospital at Lima, Peru, was at the disposal of the famous Dr. Stapleton, of Dublin, he made application for the place, but on account of his youth the petition was not granted, and this operated to fix his determination to go to New York, to which city his friend and fellow-student, Henry D'Arcy, shortly followed him. Remaining in New York only a short time, he came on to St. Louis, where he settled, and after undergoing all the disappointments which new arrivals generally experience, he got a position as book-keeper in a paint, oil and glass house.

There, by application and hard work, he learned enough of the glass business to warrant him in starting independently for himself, and with the aid of his friends he secured the agency for one of the oldest plate and window glass importing houses in New York, combining with

this the agency for a foreign encaustic tile company, and opening an office in the Insurance Building, at Fifth and Olive, laid the foundation of his present business. Finding his business growing, he, at the end of the first year, opened a store on Sixth street, between St. Charles and Locust, where he remained four years and then moved to Seventh and St. Charles streets. There he remained twelve years, or until, to meet the requirements of the enlarged business, a move became necessary to the present splendid building at Twelfth and St. Charles streets. The firm is incorporated under the style of the F. A. Drew Glass Company, with Mr. Drew as its president.

Mr. Drew is socially inclined, and is a member of the University, Mercantile and Marquette clubs; he is a director of the Merchants' National Bank, is a director of the Mercantile Library Association, and is also treasurer of the Catholic Orphans' Board.

Though his father was a Protestant up to the time of his marriage, and although he never completely severed his connection with that church, he allowed the mother, who was a member of the Catholic church, to bring up all the children in that faith; consequently, Mr. Drew has been and is now a Catholic. Although his views are not of the extreme sort, he subscribes to the political principles of the Republican party.

On September 2, 1872, he was married to Emma L. Barnett, second daughter of George I. Barnett by his first wife, who was a daughter of Edwin Lewis, surgeon in the Royal Navy of Great Britain and Ireland, and who at the time of his marriage was in active service on board Her Majesty's Ship *Emulong*. Mr. Drew is the father of eleven children, seven girls and four boys, all of whom, with the exception of one, who died recently, are living.

Owing to his university training he is a man of liberal education, which has been polished by extended travels throughout this country and Europe. He is still quite a student and takes a great interest in all intellectual and literary questions.



Yours truly Francis A. Pratt





SCHELLE, AUGUST H., son of Christopher H. and Margaret Elizabeth (Eversmann) Schnelle, was born near Dayton, Ohio, December 22, 1839. His parents moved to St. Louis when he was four years of age. Until he was twelve he attended a private school, after which he studied at the Jefferson Public School for two years.

He commenced work with Mr. Alexander Riddle in the lumber business in 1853. Young Mr. Schnelle remained with him for four years, during which time he acquired much valuable knowledge concerning the business. He then resigned his position and went through a business course at Jones' Commercial College, after which he accepted a position with Mr. James D. Leonard, who transacted a large lumber business under the supervision of Mr. Schnelle, who had full charge of the business at the time. He remained with Mr. Leonard for eleven years, during which time he was entrusted with the management of the business, and when

in 1868 he decided to start in business for himself, there was nothing in connection with the lumber business that was worth knowing that was a sealed book to Mr. Schnelle, who had over fifteen years experience in the lumber trade.

Associating himself with Mr. Charles F. Querl, they purchased the Wilkinson-Brvan lumber yard on the northwest corner of Eighth and Mullauphy streets, where the new firm carried on business for a short time and then moved to a more convenient location on Main and Destrehan streets. In 1881 the business became so

large that it was decided to incorporate a company under the laws of the State. The new corporation was named the Schnelle & Querl Lumber Company, with Mr. Schnelle as president and Mr. Querl as treasurer. The business having entirely outgrown its quarters, it moved to the present commodious premises occupied by it on the corner of Main and Angelica streets.

Mr. Schnelle's career has been a very prosperous one. The firm of which he is president is now carrying on a very extensive and profit-

able lumber business, with connections at very distant points, besides a local trade of great magnitude. He has made his way in the world by industry and by attending strictly to his own affairs. He has been repeatedly urged to enter political life and run for office, but he has steadily refused and has never taken any part in municipal government.

In the year 1871 Mr. Schnelle married Miss Sophia L. Crothers, of Natchez, Mississippi. The

union has been blessed with four children—August H., Jr., William C., Agnes E., and Rowena C.

MARTIN, JOHN IRWIN, was born May 24, 1848, in St. Louis, Missouri. His parents were William and Frances (Irwin) Martin. He attended the public schools until he was fourteen years old, and then worked for his father in the drayage business, keeping books and superintending the business, and not hesitating, when it was necessary, to drive a dray himself.



AUGUST H. SCHELLE.

He then held the position of shipping clerk and salesman for the commission house of Theodore Kleinschmidt & Company; was then employed as salesman by T. A. Anderson & Company, commission merchants, and then as salesman for George Bain & Company for several years.

During the years of 1873-74, he was in the grain, commission and agricultural implement business on his own account. He soon built up an extensive business, and at the St. Louis Fair of 1873 was awarded the second premium for the largest display of agricultural implements in the United States. In 1875 he failed in business on account of having extended credit to the farmers of Missouri and Kansas, who were unable to meet their debts because of the destruction of their crops by the grasshoppers. He refused to take advantage of the bankruptcy law, turned everything over to his creditors and retired from business.

He then read law in the office of R. S. McDonald. During this time he aided in forming the Missouri Artificial Stone and Paving Company, of which R. S. McDonald was president; Hon. Nicholas M. Bell was secretary and treasurer, and Mr. Martin was superintendent and business manager. This company filled many large contracts for paving the streets.

In 1876 Mr. Martin was admitted to the bar by the judges of the St. Louis Circuit Court, Judge Lindley presiding. In 1879 he was admitted to practice before the United States Supreme Court, on motion of Hon. Montgomery Blair.

Since that time Mr. Martin has given almost his entire time and attention to the practice of law, his business being largely the defense in criminal cases. In this branch of the law he has won a high reputation, having been engaged in many of the most notable and important cases that have been tried in this city, among which were the Chinese Highbinder cases, the Milton Neal and Maxwell-Preller cases.

In 1889 Mr. Martin formed a partnership with Mr. Simon S. Bass, later Mr. Carr joining the firm, which is one of the most successful in this city of strong firms and able lawyers.

Although an active business man before entering the legal profession, and a busy, hard-working lawyer since, Mr. Martin has found time to give a good deal of attention to politics, and is always ready to respond to the call of his party, and he has frequently been honored by it. He was elected to the Legislature in 1872; re-elected in 1874, and again in 1876. At the session in 1874-75 he was elected speaker *pro tempore*, and frequently presided over the House, always acquitting himself with great credit. During his entire legislative career he was assigned to important committees and proved himself a careful, industrious legislator.

Before Mr. Martin attained his majority he was president of "The Red Rangers," one of the largest political clubs ever organized in the city. In 1870 he was the member of the City Democratic Committee from the Ninth Ward; was the first member of the Democratic State Committee from the Eighth District, and served in that capacity for eight years. In 1884 he was the Democratic elector from the Eighth District. In addition to his services for the Democratic party in his own State, Mr. Martin has canvassed the States of Illinois, Indiana and Ohio in the presidential campaigns of 1884 and 1888, speaking many times from the same platform with Thomas A. Hendricks.

Mr. Martin is prominent in the work of various fraternal and benevolent societies. He has been the orator for the Ancient Order of United Workmen for several years; is Past Grand Commander of the Legion of Honor of Missouri; is Past Grand and present Grand Dictator of the Knights of Honor of Missouri, besides being a member of other orders in which he has exercised executive functions.

Mr. Martin was married June 11, 1872, to Miss Clara La Barge, daughter of Captain Charles La Barge, of the old La Barge line of steamers, who lost his life many years ago in the explosion of the steamer *Saluda*.

SCHEER, JACOB, is of Teutonic origin and extraction, having been born in Bobenheim und Berg, Germany, October 20, 1813. His parents

were Franz and Margarethe (Seltson) Scheer. Mr. Scheer was educated in Germany at the public schools, afterward learning the trade of wagon maker.

In 1837, seeking for a wider field, he emigrated to America, coming direct to St. Louis, where he worked at his trade until the spring of 1840, when he started in business for himself as wagon maker, at the corner of Sixth and Chestnut streets. He continued to carry on the business of wagon making until the summer of 1885, when, having amassed a competency, and having seen all of his children married and comfortably settled in life, he retired and was succeeded in business by his son, Louis Scheer.

Mr. Scheer is a fine illustration of a well-spent life. After toiling manfully in early life, now in his old age, he is reaping its harvest, and in his comfortable home, at 2629 Bernard street, himself and the companion and sharer of his sorrows and joys are peacefully spending the remainder of their days.

Mr. Scheer was married September 17, 1838, to Miss Elizabeth Stork. The result of this union has been six children—two sons and four daughters. In 1871, he took a trip to Germany to see the land of his birth, and spent six months visiting the scenes and friends of his youth.

KIRCHNER, AUGUST H., architect of the Board of Education of this city, and junior member of the firm of Kirchner & Kirchner,

architects, was born in the year 1858, in the city of St. Louis.

He is too well known to require any introduction into a history of St. Louis. He is a member of that grand profession that does more in the education of mankind in general than at first appears to the disinterested observer.

Of all the arts, architecture is the most useful; it is so pre-eminently useful, when compared with any of the other arts, that they appear almost entirely of a different nature.



A. H. KIRCHNER.

Within its scope, all of the other arts are enumerated. Engineering, one of its factors, added to it within recent years only, now forms one of its chief acquirements; besides, financiering must be included as one of the accomplishments of the architect of to-day. No one single industry or profession so largely contributes to the welfare of man as architecture.

To-day, the science of medicine, as far as sanitary appliances are concerned, must be compassed by the architect. In fact, none but those of the broadest intellect can achieve success in the field of architecture to-day.

The standing in the community of the subject of our sketch, still young in years, forms sufficient reference to the general public to need no further comment from us.

CREVELING, WILLIAM CLEM, is a fair type of the pushing, progressive young men who add so materially to the wealth and solid business prosperity of this metropolis of the Mississippi



Valley. He is the son of Henry C. and Margaret (DeWitt) Creveling, and was born at Morrow, Ohio, April 2, 1857.

In 1858, while but an infant, his parents removed to St. Louis, making it their permanent home. He attended the public schools of the city for a number of years, going from there to the Washington University. At the age of nineteen he left the latter institution to engage in business, securing a position with the Wiggins Ferry Company, of which his father was a prominent stockholder, and remaining with the ferry company nine years.

In December, 1886, he engaged in the carriage business on his own responsibility at 1522 Olive street; in 1887, one year later, he built his present commodious establishment, 2007 Lucas place.

Mr. Creveling has for a number of years taken an active part in all political affairs, and is an ardent Democrat. For six years, from 1878 to 1884, he was central committeeman for both congressional and city in the Eighteenth ward, discharging all the manifold duties of the position with entire satisfaction to the party to which he is allied. He is also a strong patron of the turf, with a love for blooded stock, being a director of the Missouri Breeders' Association, and at his stock farm (Blue Star), eleven miles from the city on the Clayton road, he keeps a superb stock of trotting horses, as well as Jersey cattle and other fine stock. He is also a member of the St. Louis Trotting Association.

He was married June 13, 1878, to Miss Annie Hyde. The issue of this union has been seven children, four boys and three girls.

O'SHEA, JOSEPH M., is of Celtic origin, his father, Dennis O'Shea, coming from Limerick, Ireland, while the name of his mother before her marriage was Mary Sullivan. Joseph M. O'Shea was born in Dubuque, Iowa, April 7, 1844. He received his preparatory education in the schools of Perryville, Missouri, completing the same at the Jesuit College of St. Louis. He considered his talents suited to a mercantile career, and after leaving school spent several

years in commercial pursuits, and finally located at Union, Missouri.

The citizens of that town within a few years recognized his worth, and in 1869 he was elected collector and deputy sheriff of Franklin county. Upon the expiration of his four years' term, during which he developed such capacity as a public official that the people elected him to the more responsible position of circuit clerk, an office he held two terms, covering a period of eight years. At the expiration of this period he spent several years in traveling, but in 1889 he accepted the appointment as deputy chief inspector of grain.

His chief resigned in 1890, and Mr. O'Shea was appointed in his place to fill the unexpired term of eight months, and at its expiration was appointed as his own successor for a term of four years, which is yet unexpired. He is a very influential citizen in Union, where he resides, and has been a member of its town council for any number of terms. Mr. O'Shea is unmarried.

DOUGLAS, WALTER BOND, was born at Brunswick, Missouri, December 20, 1851. His general education was received at Westminster College, Fulton, Missouri. After he had earned the graduate's diploma of this institution he determined to embrace the law as his profession, and accordingly entered Harvard College, taking the law course and graduating therefrom in the class of 1877, with the degrees of A.B. and LL.B. He then returned to his old home at Brunswick, but was prevented from opening a law practice by a dangerous term of illness, upon recovering from which he removed to St. Louis, where he has since resided.

He began the practice of law as soon as he was settled, continuing at such alone until January, 1883, at which date he entered into partnership with William H. Scudder, the firm being known as Douglas & Scudder, and attending to a general civil practice. The firm has made a reputation for the careful manner in which it has assisted in the settlement of a number of big estates, among which was the

administration of the noted Ames estate, on which, with Colonel Broadhead and Given Campbell, they have been engaged for the past eight years. They are now at work on the Soulard will case, which is scarcely less important.

Mr. Douglas married Miss Fannie B. Kimball, daughter of Benjamin Kimball, of this city, and has two children.

SCHOTT, AUGUSTUS H., son of George and Mary (Rabba) Schott, was born in Hamburg, Germany, January 29, 1850. His father was at that time engaged in manufacturing carriages at the German capital, and is now carrying on the same business at Alton, Illinois, where he located on coming to America.

Augustus attended the common schools at Alton for a term of two years, and then entered Shurtleff College at Upper Alton, from which he graduated in due course. In 1879 he studied medicine under Doctor P. E. Johnson. He entered the Homœopathic

Medical College of Missouri, in which he studied during the years 1871 and 1872, graduating in the spring of 1873. He commenced practicing in Alton the same year, and in 1881 moved to St. Louis. In 1883 he was elected to the chair of his Alma Mater as professor of diseases of children. In 1888 he was elected to the chair of professor of the theory of medicine, and in 1889 of the practice of medicine, holding that position now.

Doctor Schott is attending physician of the Memorial Home and of the Missouri Institute of

Homœopathy. He is a Master Mason and a prominent member of the local Legion of Honor, Royal Arcanum and A. O. U. W. He is considered as one of the leading homœopathic physicians of the West, and his treatment is regarded with great respect by his colleagues. He is an ardent believer in the principles first enunciated by Hahnemann, is prominent in all discussions as to the best system of treatment of various diseases; his college lectures are exceptionally brilliant, and his opinion is sought constantly

by students in the schools of medicine other than his own. Although his St. Louis practice is very large, he is frequently called out of the city in difficult and dangerous cases, and his brother physicians in the West all appreciate his assistance and advice.

He is very liberal in his views, happy in his private life, and a very popular citizen in every sense of the word.

Dr. Schott married in 1875 Miss Emma Nulson. He has four children, all girls.



DR. A. H. SCHOTT.

PULLIS, AUGUSTUS, son of Thomas R. and Harriet (Berdan) Pullis, was born in St. Louis, September 28, 1845. He was educated in the public schools of St. Louis until seventeen years of age, when he entered the iron foundry business, then being carried on by his father and uncles, with a view of learning the trade of machinist. He served as apprentice for four years, and remained with the house until 1874, when he became a member of the firm, which was from that time known as T. R. Pullis & Sons. On the death of Mr. Pullis senior, in

1878, the business was continued by the sons, under the name of Pullis Brothers, by which name it is still known, although during the last fifteen years it has increased in importance so rapidly that it is difficult to imagine that it is the outgrowth of the comparatively small establishment of the seventies.

The brothers are the proprietors of the Mississippi Iron Works Foundry, with an office at 1203 S. Seventh street, and covering over half a block, with frontage on Seventh, Eighth and Hickory streets. The works turn out an enormous quantity of iron and iron goods every year, and are shipping their products to every State in the West and South, and also to Mexico. The business was established fifty-three years ago by the father of the present owners, and their uncles. It is hence almost the oldest iron establishment in the city, having been established in 1839, and is one of the oldest and largest in the West. The output of iron manufactured goods in St. Louis increased between the years of 1880 and 1890 from about \$4,000,000 to considerably over \$5,000,000, and a large share of this increase in the annual output was enjoyed by the Mississippi Iron Works Foundry. The foundry makes a specialty of agricultural, ornamental and structural iron work, and has a very high reputation for first-class work and elegance of design. Mr. Augustus Pullis is in charge of the St. Louis office and of the enormous works attached to it, his brother and partner having gone to Chicago early in 1892 to manage the branch of the firm established there.

Mr. Pullis married on September 27, 1872, Miss Angeline Somerville, of St. Louis. Mr. Pullis is quite a prominent St. Louisan, and his family is prominent in the West and South Ends.

PULLIS, THOMAS R., son of Thomas R. and Harriet (Berdan) Pullis, was born in St. Louis, December 11, 1850. His father had moved from New York City in 1839, and had laid the foundation for the firm now known as Pullis Brothers at the time of the birth of the subject of this sketch. Young Thomas attended the

public schools of this city and entered the St. Louis University, where he studied until seventeen years of age, when he went into his father's employ and remained about four years in various confidential capacities. When twenty-one years of age he was admitted into the firm, which was known as the T. R. Pullis & Sons until the year 1878, when Mr. Thomas R. Pullis, Sr., died, and the firm name was changed to Pullis Brothers, with Augustus and Thomas R. as sole proprietors.

Mr. T. R. Pullis took an active part in the management of the Mississippi Iron Works Foundry, taking a special interest in the large works of extension which became necessary as the business of the works increased. Early in the year 1892 the immense amount of business coming from Chicago and the Northwest made it necessary to open a branch establishment in Chicago, and Mr. Thomas R. Pullis went to that city to take charge of the branch. He reports rapid increase of orders, and is figuring on some contracts of an unusually extensive character.

In the year 1878 Mr. Pullis married Miss Cora Marshall, of St. Louis county, and prior to going to Chicago occupied a very pleasant residence at No. 2008 Rutger street. He is a very popular man in St. Louis, and the necessity of his moving to Chicago was much regretted by many friends. It is hoped that when he has fully established the new branch he will return to St. Louis and reside again among his numerous friends.

ROOS, LEONARD, son of Leonard and Eleanor (Liszt) Roos, was born at Baden, Germany, in 1833. He was educated in his native city and went through a course of study in the high schools of Baden. Leaving school when quite young he entered heartily into the fur business, which he commenced to learn very thoroughly. His education in this industry was cut short by the revolution of 1849, when his family left Baden and came to America. They settled in Newark, New Jersey, and young Roos secured employment in the trade of his choice in New



York City, where he worked until 1861, when he was again disturbed by revolutionary troubles, this time being the civil war.

He at once enlisted in the Union army. He saw much active service and exhibited conspicuous bravery, especially at the battle of Antietam, on September 17, 1862, when he was dangerously wounded. After leaving the hospital he was discharged from further service on account of disability, and he returned to New York, where, on regaining his health, he resumed his work in the fur trade.

In the year 1867 Mr. Roos came to St. Louis and established himself in business at the corner of Fourth street and Washington avenue, where he speedily built up a good trade. He started in with small capital, but being a practical furrier and the originator of a number of new ideas, he soon attracted attention, and before he had been in the business many years had a larger amount of trade than he could well attend to. In 1887 he incorporated the business. The Leonard Roos Fur Company was incorporated with a capital stock of \$50,000, with very spacious quarters at No. 512 Locust street. The company carries one of the largest and most costly stocks of furs to be found in the West, or indeed in any part of the country, and its agents in different States are always prepared to purchase rare and handsome skins and furs. The window is one of the handsomest in the city, and is pointed out to visitors as one of the local attractions. At the Exposition Mr. Roos has spared no expense or trouble in preparing designs and exhibits of the most magnificent character. He was among the first to appreciate the value of moving figures, and his display has been looked upon for some years as practically an exposition of itself.

As will be seen from this sketch, Mr. Roos has built up his own career. During the last twenty-five years he has established a fur business of exceptionally large proportions, and by strict attention to business principles has accumulated, if not a large fortune, at least a handsome competency. He has sold high-priced furs to New York millionaires, as well as to the

wealthy men of the Pacific Slope, and, indeed, to connoisseurs in all parts of the country. He is now one of the leading men of St. Louis. He is a prominent member of the Frank P. Blair Post, G. A. R., the Legion of Honor, the Union Veteran Legion, the Gentlemen's Driving Club, the Liederkrantz Society and the Turner Society.

HAYDOCK, WILLIAM THOMPSON, son of Zeno and Hannah (Thompson) Haydock, was born at Monrovia, Indiana, January 1, 1843. His parents moved to Warren county, Ohio, when he was quite young, and his early education was received in the public schools of Warren county. He attended the Southwestern State Normal, at Lebanon, Ohio, where he graduated in the year 1860.

He then taught school for ten years, and in the year 1874 joined his brother, Mr. T. T. Haydock, who was in the carriage manufacturing business at Cincinnati, and the firm became known as the T. T. Haydock Carriage Company. In 1877 William T. Haydock and his brother Daniel W. Haydock came to St. Louis and established a carriage factory at the corner of Third street and Chouteau avenue, where they carried on the business as Haydock Brothers with great success. They continued business here under the same name, Haydock Brothers, until 1884 when Mr. D. W. Haydock withdrew.

For nine years Mr. W. T. Haydock has continued the business of Haydock Brothers as sole proprietor. He remained at the Third street and Chouteau avenue location until the year 1888, by which time his trade had increased so rapidly that he was compelled to move into a more modern and roomy quarter. He accordingly built for himself a magnificent factory at Fourteenth street and Papin avenue and moved into it.

The factory is thoroughly equipped with modern machinery in every department, and is not only the largest and best equipped carriage factory in St. Louis, but is absolutely unexcelled in the entire West. He remained sole proprietor of the firm until his death in 1893, and the output of carriages of the highest and best grades was exceedingly large.



In addition to his St. Louis interests he was president of the T. T. Haydock Carriage Company, of Cincinnati, Ohio, since 1885; president of the Cook Carriage Company, of Cincinnati, Ohio, since 1890; and he was also president of the American Cathedral Glass Company, of Anderson, Indiana. Mr. Haydock was for many years quite prominent in St. Louis, and was in the foreground in every movement affecting the city's interest. He was a prominent member of the executive committee of the Autumnal Festivities Association, and was also a member of the Mercantile, the St. Louis and the Union clubs.

He was a member of the Lafayette Presbyterian Church, and served on the board of trustees for that institution. His standing was such, even in Cincinnati, where he had not resided since 1877, that he was at the time of his death president of the Carriage Makers' Club of that city.

Mr. Haydock was married on August 4, 1863, to Miss Emilie Lewis, of New Vienna, Ohio, and has two children. His daughter married Mr. J. P. Camp, the manager of the Haydock carriage factories at St. Louis; and Oscar Haydock is connected with his family's business interests in this city. Mr. W. T. Haydock's health failed him last year and he died after a brief illness.

BAKER, JOSEPH EDWIN, one of the authorities on life insurance in this city, and a prominent man in business or professional circles generally, is nearly fifty-two years of age, he having been born in Saratoga county, New York, on August 24, 1842. His father was Mr. Joseph Baker, and his mother's maiden name was Alma Hendricks. Although an eastern man by birth, Mr. Baker is really western in education as well as sentiment, for while he was still an infant his family moved to Illinois and settled in LaSalle county, in the common schools of which Joseph E. was educated. He then entered Sandwich Academy, where he graduated at the age of eighteen.

In the same year, 1860, he accepted a position as school teacher, and taught school for one year. Having a preference for a more active

life, he then entered the agricultural implement and reaping business, with which he was connected for a period of seven years. In 1873 Mr. Baker moved to St. Louis, having accepted a special agency here for Andrews & Company, the well-known school furniture house. His work was so satisfactory that he was soon promoted to the position of manager for the firm. Again his efforts were very successful, and he finally made up his mind to start in business for himself.

At the end of three years he had built up a very valuable connection and made a considerable sum of money, and Mr. G. H. Thompson, the extensive dealer in picture frames and moldings, then made him a very tempting offer to assume charge of his city business. After some hesitation Mr. Baker accepted the offer, and retained the position until the year 1880, when he finally connected himself with the profession in which he has subsequently attained such distinction.

His first work in the insurance business was as special agent for the Mutual Life of New York. In 1887 he was appointed superintendent of agencies for the same firm, and this position he retained until 1889, when he became a member of the firm of Sherman, Son & Bakers. His connection with the firm led to a great increase in its business, and when in 1892 it became reorganized as Baker Brothers, it was one of the largest general agency businesses in the West. During the last two years it has continued to increase in importance, and now takes leading rank in this and adjoining States. The subject of this sketch is the active manager of the business, and is regarded as an expert in insurance questions generally. He has found time during his busy life to dispense considerable charity in an unostentatious manner, and he is one of the leading professional men of the city.

Mr. Baker married, on August 16, 1864, Miss Waity O'Dennis, of Somanauk, Illinois. He has two children—Marcia E. and LeRoy, and resides with his family in an elegant residence on Allen avenue.



*Wm. J. Haydock.*



CHRISTOPHER, JACOB, son of Jacob and May (Arensburg) Christopher, was born October 11, 1827, in France, just across the line from the city of Strassburg, and within a few yards of the then German frontier. His father was a farmer, and when he was about six years of age the family came to America and settled in New Orleans. After a short sojourn in the extreme South they moved to Louisville, and it was in the public schools of that city that Jacob received his primary education and training.

At the age of sixteen he left school and did general work in Louisville until the year 1845, when he was apprenticed to learn the molders' trade. He served for two years and then as a journeyman until the year 1850, when he came to St. Louis and secured a position in Haslett's foundry, where he was foreman for four years, and then became connected with the establishment of Mr. T. R. Pullis, remaining with that firm as foreman and manager for a period considerably in excess of seventeen years.

In 1873 he started in business on a small scale at Park avenue and Ninth street, associating himself with Mr. Wm. S. Simpson, under the firm name of Christopher & Company, and in the year 1882 the firm became incorporated as the Christopher & Simpson Architectural Iron and Foundry Company, with Mr. Christopher as president, a position he still holds. From a very small beginning the firm has grown into one of very large proportions, and the foundry now manufactures store fronts, jail

work, railings, shutters, fire escapes and balconies, and all kinds of iron work for builders. It also makes a specialty of castings of every description, and its work is of so high a character that it frequently receives orders from cities very far removed from this point. The foundry was originally a small building, but thanks to the ceaseless energy of Mr. Christopher it is now one of the largest in the West, occupying an entire half block, with floor spaces of 209x154 feet and 74x125 feet. It is equipped with every modern appliance for carrying on first-class work, and is able to execute orders of almost unlimited amount with great rapidity.

The career of Mr. Christopher has been in every respect a highly creditable one. To say that he is a self-made man is to make use of an every-day expression which scarcely covers the ground. When he first left school he was compelled to work for a livelihood and to be content with very small wages. He



JACOB CHRISTOPHER.

was never, however, so poor but he was able to save a trifle, and by practicing strict economy he succeeded in amassing sufficient capital to commence in business for himself. His career since then has been one of steady progress. The city has grown with great rapidity during the twenty years he has been at the head of the foundry, and he has seen to it that the progress made by his establishment has been even more rapid than that of the great city in which he resides. Mr. Christopher is regarded generally in St. Louis as an exceptionally sound and



reliable man, and his example is one which any young man might follow with great advantage to himself.

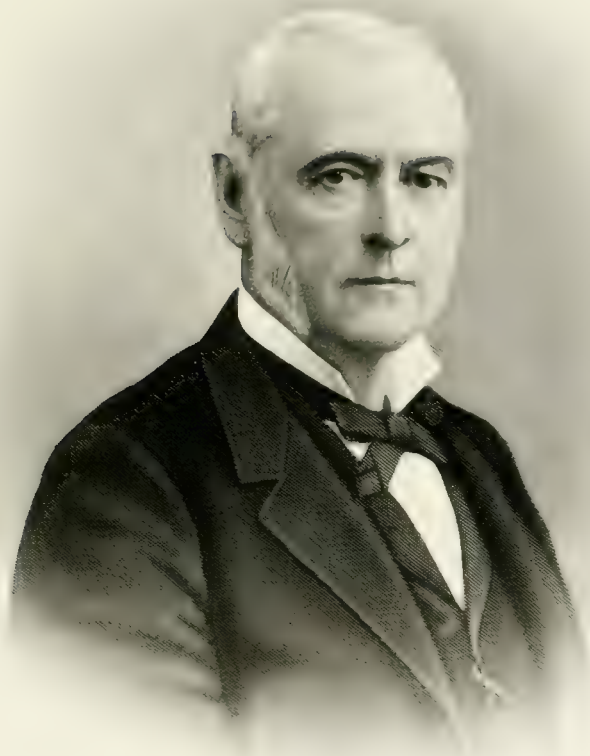
In 1858 Mr. Christopher married Miss Harriet Simpson, of Ohio. He has one son, Arthur.

ROOT, AUGUSTINE KILBURN.—Although he has lived many years at Alton, Augustine K. Root has, during nearly half a century, been identified directly with the trade and commerce of St. Louis. Coming to Alton in 1849 he entered trade in a small way, and by industry and business talent attained a success which permits him to spend the latter years of his life in ease and plenty. He was born in Montague, Massachusetts, December 8, 1829, and is therefore sixty-five years of age. His father, Elihu Root, was a member of a prominent family and was a man of ability; Kilburn, one of the names given to the subject of the sketch, was also the family name of his mother. In 1834, when Augustine was yet a child, the family removed to Craftsbury, Vermont. In this village the lad attended the public schools until he was old enough to begin earning his own living. His commercial career was begun by clerking in a dry goods store in the village, a position only held a year, however, and then left it to accept a better position offered him in a store at Albany, Vermont.

But being young and ambitious, he was filled with a desire to join the throng which was pushing westward. At the end of a year's service in the Albany store, he yielded to such longings, and in October, 1849, reached Alton, Illinois, which was then a town of much more comparative importance than now. He soon found a position as clerk in the stove and hardware store of A. Nelson, holding the situation until 1853, and then severed such relations to accept a place with Topping Brothers, dealers in hardware. About two years later, another change was made, which resulted in his becoming a proprietor, instead of an employe. A partnership was formed with Mr. A. B. Platt, and under the firm name of Root & Platt opened a business in Alton, on Third street.

When the war broke out Mr. Root became associated with J. H. Lamb, of Springfield, Illinois, in furnishing beef to the army. After the close of the war Mr. Root returned to Alton and for a few years actively engaged in assisting his partner in the management of the business. When the firm was finally dissolved it was to permit Mr. Root to engage in the heavy hardware and agricultural implement business in St. Louis, at 113 South Main, under the style of A. K. Root. For three years this establishment existed and was very successful. The next business connection in which he became interested was with J. E. Hayner & Company, general western agents for the Wood Harvester. This last named partnership was formed December 20, 1872, and was continued up to January 1, 1886, on which date Mr. Root, feeling that he had been in harness long enough, and having earned much more than a competency, retired from active business and sought his family's society at his beautiful home in Alton. Although he is out of business in the stricter sense of the word, he has his fortune invested in a number of enterprises, among which may be mentioned the St. Louis National Bank of this city, in which he is a heavy stockholder and a member of the board of directors.

In St. Louis as well as Alton he stands high as a man of ripe business experience and sound judgment. In the pursuit of wealth he has always applied the strictest rule of integrity and honesty to the government of his course, and can pass his latter days cheered by the reflection that he has successfully applied the "Golden Rule" to the methods of business life. In Alton he is a citizen wielding a well defined moral force, and is a respected member of the Unitarian Church of that place. He has a most interesting family, and two of his sons are already actively engaged in business. His wife, Harriet E., to whom he was married December 20, 1865, is the daughter of Capt. N. J. Eaton, for thirty years a member of the Board of Underwriters of this city. They have five children living. Henry E. is engaged in the pressed brick business at Lakota, Texas; George E. is



*A. K. Root*



a clerk in the hardware establishment of the Paddock-Hawley Iron Company, of this city, and Ralph S. is still at school. The names of the two daughters are Lillian A. and Harriet H.

Mr. Root cannot be looked upon as an old man, for he is still active and energetic and the center of a large circle of personal friends and business acquaintances.

DUFFY, JOSEPH A., the well-known real estate dealer, was born in the house that then stood at the south-east corner of Fifteenth and Olive, in this city, in 1858. His parents were natives of Pennsylvania, and his father was a builder by occupation.

Mr. Duffy received his education at St. Louis University, where he graduated in 1875. His first employment after leaving school was with Graff, Bennett & Company, wholesale dealers in iron, for whom he acted as salesman a short time. Quitting their employ he branched out into business for himself, becoming a dealer and speculator in grain. This business was followed for a year, and from that he entered the mercantile brokerage business, buying or selling anything in which money could be made.

This was a period of ambitious recklessness in the life of the subject of this biography, and within two years after beginning business as a mercantile broker he abandoned that line to open a real estate office. This was about ten years ago, and his prosperity and success since then have been virtually unbroken.

Mr. Duffy is essentially a self-made man. He started out in life with a quarter of a dollar, and although he is still a young man, he has possession of enough of this world's goods to be considered very wealthy. Besides his real estate business Mr. Duffy is connected with a variety of other public and private enterprises. He owns a splendid stock farm, worth \$50,000, in Washington county, this State; he is a director of the Covenant Mutual Life Insurance Company; is a director in the International Steel

Post Company; a director of the St. Louis Art Institution, and is a stockholder in the Jefferson Bank. Although he is above everything else a business man, he has found time to travel, either on business or pleasure, over almost every part of North America.

Mr. Duffy was married in November, 1884, to Miss Martha Gartside, daughter of Joseph Gartside, of the Gartside Coal Company. They have two very bright and intelligent children.



JOSEPH A. DUFFY.

O'REILLY, M. B., is one of the leading investigators of titles to real estate in the city, and his is the oldest house in that line in St. Louis. He is foremost also as a practical and successful land law counselor.

Mr. O'Reilly was born at Rathdawgan, in the Parish of Hacketstown, County Wicklow, Ireland, May 10, 1838. His father was Michael O'Reilly, a native of Camolin Parish, County Rexford. His mother, Mary Byrne, of Bernia, County Wicklow, was of the famous Byrne Clan of that county, whose surviving branch still holds Glen



Malure and other sites in the Eden county of old Ireland, noted for their beauty and historic interest. Mrs. O'Reilly received confirmation at the hands of the great "J. K. L."—Dr. Doyle, the famous Bishop of Kildore and Leighton. To the parents six children were born, two remain, the sole surviving representatives of the family, Mr. M. B. O'Reilly and Rev. P. F. O'Reilly, A.M., a graduate of St. Louis University and later on alumnus of Gape Girardeau and Carton colleges, the well-known priest and orator of this city. John, another brother, who died in 1866, was remarkable for talent and literary acquirements. He aided very materially in the incorporation as a municipality and the early development of East St. Louis.

It was in October, 1849, that Mr. O'Reilly's parents left Ireland for St. Louis, embarking in the sailing vessel *Anne McLester*, bound from Dublin to New Orleans. The vessel reached its destination within eight weeks and three days, and after a voyage varied by much rough weather and one more than commonly dangerous storm. After a stay of a few days the family proceeded from New Orleans to St. Louis in a steamboat, *Aleck Scott*, the same which was in the first days of the war converted into the first ironclad—the handiwork of Captain Hads. St. Louis was reached shortly before Christmas, 1848.

Mr. O'Reilly's early education was pursued under the direction of a private tutor. Later he studied at Old College and at the night school of Washington University, and finally took the prescribed course at Jones' Commercial College, leaving there in 1859 with a certificate of proficiency.

Mr. O'Reilly, prior to this date, contemplated entering on a commercial career, but on mature thought decided in favor of his present calling. In May, 1859, he obtained employment as clerk in the title investigating business of Peter J. Hurck, who was then at the head of one of the first and best land-title examination houses in St. Louis. In 1866 Mr. O'Reilly was admitted to full partnership in the business, under the

firm name of Hurck & O'Reilly. In order to perfect himself in every way for the requirements of this responsible calling, Mr. O'Reilly gave himself up to the study of law, and was admitted to the bar by Hon. Irwin L. Smith, judge of the Circuit Court of St. Louis, March 3, 1868. Since then he has acted as counsel in a vast number of important land suits with marked success. He has confined his practice as counsel exclusively to land law matters. In 1870 he purchased the interest of his partner, Mr. Hurck, and ever since has conducted the ever-growing business of an establishment which is among the greatest and most successful of its kind in the city.

In 1867 Mr. O'Reilly married Mary C. Donovan, eldest daughter of the widely-known and esteemed Daniel H. Donovan of this city. The children of this marriage are six boys and three girls. Two are graduates of St. Louis University, and one of Visitation Convent, while the younger children are still at school. Eugene and Gerald assist their father in business.

In 1882 Mr. O'Reilly made a tour of Europe, lasting some months, and brought back with him many treasures. Of early St. Louis he recounts, from experience and remembrance, the big fire of 1848 and the terrible cholera epidemic of that year. As a lad he hunted in the woods on the west side of Thirtieth street between Washington avenue and Market street, and recalls the fact that there were no made streets in those days west of Seventh street; neither has he forgotten the thrilling personal experiences of the "Knownothing" riots.

Mr. O'Reilly has a decided and discriminating artistic and literary taste, as is evidenced by his rare collection, few in number, but of choicest character, of paintings old and new, and his library, rich in its severely choice collection of works, some of which bear dates four hundred years old. Though quiet in his habits he is a most entertaining host, and is known to his friends as a noble type of the true Christian gentleman. He is a Catholic, and is numbered in the list of many Catholic organizations of the city, religious, benevolent and social. He has



M. B. O'Reilly



been a life-long Democrat, and while active in all that pertains to the progress and prosperity of St. Louis, has never sought or held political office. He is connected with not a few of the most important and influential business institutions of the city. Among the most prominent of these is the Fourth National Bank, of which he is a stockholder and a director.

BOWMAN, SAMUEL, has for the last seven years taken an active part in the real estate business of St. Louis, and he is one of the able managers and expert valuers who have attracted outside capital to the city and thus created an inquiry after good property. The history of the real estate world in St. Louis during the last twenty years has been full of interest, though the real awakening to the value of property has taken place during the last ten years and especially while Mr. Bowman has been in active business as an agent and operator.

Mr. Samuel Bowman was born in Weston, Platte county, Missouri, on February 21, 1851, his father, David Bowman, having been engaged in mercantile business in the city since 1847. At an early age he had the misfortune to lose his father, and the widowed mother removed to St. Louis in June, 1858, where he received a common school education in the public schools. Actuated by a desire to aid his mother in maintaining her family, he quit school at the age of thirteen years and began life as an errand-boy. Being of a studious turn of mind he took ad-

vantage of the evening schools and qualified himself thoroughly for a commercial life by a course of study in Jones' Commercial College.

At the age of sixteen years he engaged in the real estate business with Messrs. Barlow, Valle & Bush. This firm remained in existence only three years, and Mr. Bowman then went with Isidor Bush into the management of the Bluffton Wine Company. This company a year later, in 1870, sold out to Isidor Bush & Company, in which Mr. Bowman was taken as a partner at the

age of twenty. This firm was and is yet engaged in the native wine business in this city. In 1877 Mr. Bowman withdrew from the firm and established the firm of Bowman & Bleyer, and later the Bowman Distilling Company, all of which firms commanded a large patronage.

This line of business becoming uncongenial, Mr. Bowman, in 1887, established himself in the real estate business, under the firm name of Samuel Bowman & Company. This firm has, by its en-



SAMUEL BOWMAN.

terprise and energy, contributed in a large degree to the activity which has characterized St. Louis real estate during the past five years. Being a thorough believer in the virtue of printer's ink, Mr. Bowman has by its aid built up a real estate business which ranks with the largest in this city. He is progressive in his methods and enjoys the confidence of the entire business community.

Mr. Bowman was married in December, 1878, to Miss Tillie Schiele, and has a family of four children.



O'SULLIVAN, JOHN, son of James O. and Margaret (McCarthy) O'Sullivan, was born in County Kerry, Ireland, in 1830. He attended McCarthy College until fourteen years of age, when with three elder brothers he came to this country. He settled at Worcester, Massachusetts, where he clerked in the wholesale grocery house of Dixey & Company eight years. He then accepted a position as book-keeper for a large lumber firm at Albany, New York, and soon showed such steadiness and aptitude for the work that he was appointed manager. For five years he filled this position faithfully, acting on the policy that there is no limit to the future of a young man who does his duty fearlessly and honestly.

In 1860, acting on the advice of several of his old country friends, he located in Milwaukee and, as he had saved a large percentage of his wages, opened a lumber yard there and soon showed what there was in him. His executive ability was so marked that not only did he form a very valuable business connection, but he was also called upon for public service. He was elected to the Board of Education, on which he served for over four years, during which time he effected some valuable reforms and especially labored in the interests of economy. His fellow-citizens then insisted upon his turning his attention to municipal government. Afterwards he was elected to the Council for four consecutive terms. His eight years' record was a clean and memorable one. While doing work for his fellow-citizens he did not neglect his own business, but his disinterestedness and public spirit were shown in a measure in which the Grand Haven Steamship Company applied for several thousand feet on the river front for dock purposes, Mr. O'Sullivan favored the application, because he believed the benefit to the city would be very large, although its granting would involve the practical destruction of his own splendid yard. Through his disinterested advocacy the company secured the franchise, and as a result he had to reduce his stock. Shortly afterwards, in 1877, he sold out his business and moved to St. Louis, of which place he has been

an honored citizen ever since. He at once associated himself with Mr. Joseph O'Neil, and organized the O'Neil Lumber Company, with Mr. Joseph O'Neil as president, Mr. O'Sullivan as vice-president and business manager. Mr. O'Sullivan remained with this company for six years, and then in 1883 established himself in the lumber business on Spruce street, from where he moved to his present location, at 1006 Clark avenue. He is one of the influential citizens of St. Louis, and his knowledge of the lumber business is equal to that of any man in the trade.

He married in April, 1854, Miss Hannah Donohue, of Boston. Of the twelve children that blessed the union, two are boys and ten girls, three of whom are in convents. Mrs. O'Sullivan died in October, 1891.

GORDON, JOHN S.—John S. Gordon was born in Tuscarawas county, Ohio, January 23, 1836, and was the third of a family of ten brothers and sisters. His father, James Gordon, was a farmer and stock raiser, and he assisted his father on the farm in summer, and in winter attended the district school. After finishing the common school course, he entered the college at Richmond, Ohio.

While in his twentieth year he completed his education and returned to the farm, making that his home until about 1871. When the war broke out he had not yet reached his thirtieth year and was in that period of life when the spirit of adventure is strongest. He left home to become a participant in that struggle, and, although not a regular combatant, he saw considerable rough service. He was connected with the quartermaster's department of the Army of the Tennessee for about two years and a half.

During the period intervening between his twentieth and thirty-fifth year he traveled over the country considerably, and in 1871, being impressed with the advantages of St. Louis, he removed his family here and entered business, opening a retail book and stationery store on the corner of Twenty-ninth and Chouteau

avenue. He was very successful in this business from the start, continuing to conduct the business for fifteen years.

During that time he had given much study to the details of insurance and building and loan business. Having been elected secretary of the National American Association, a benefit and fraternal organization, he sold out his book and news business in 1886, and gave his whole attention to the insurance business. He held the office of secretary of the National American Association for three years, at the end of which time he assisted in organizing the Iron Hall Building and Loan Association, and was elected secretary thereof, and still holds that position for the fifth term, the business methods of this association soon won it a reputation as one of the soundest building and loan associations of St. Louis. It has a capital stock of \$600,000, and has already loaned on excellent security upward of \$200,000 during the five years of its existence. The association is working in the most gratifying manner and bids fair to terminate as intended at the end of the hundred month period.

In 1892 he organized a new association, called The Leader Building and Loan Association, with a capital of \$1,000,000. This company is the result of several years' study and observation of the building and loan business on Mr. Gordon's part, and is an adaptation of plans already in operation, strengthened by a number of new and original ideas. It is a most decided

compliment to Mr. Gordon's knowledge of the business and his financial ability, to state that the plan on which The Leader is organized is considered by experts as the nearest to completeness and perfection yet devised. The association is too young yet to have developed all its points of excellence, but it has started out under the most auspicious circumstances and bids fair to achieve a most signal and gratifying success.

Mr. Gordon held the general agency of the Sun Fire and Marine Insurance Company of San Francisco, until 1892, when the company concluded to restrict its business to territory which excluded St. Louis and caused the Sun to place its policies with other companies. Since his retirement from the Sun he has accepted the agency of the Manchester of England, which should consider itself fortunate in securing such a man to manage its interests in this section and city.



JOHN S. GORDON.

Mr. Gordon is a member of the Order of Ægis, and is a member of the Royal Arcanum. He was a member of the Order of Iron Hall for the full seven years required, and at the expiration of that period received his benefit and retired.

Mr. Gordon was married in 1857 to Miss Catharine Riley, whom he met while attending college at Richmond, Ohio, her people being residents of Cincinnati. The marriage was a most fortunate and compatible one, whose domestic felicity has been crowned by the coming

of three children, all of whom are grown. Florence, the only daughter, and oldest child, is now married to Lewis B. Blackwood, a prosperous architect of this city. William, who is next in point of age, devoted some attention to agriculture, until 1892, when he sold his farm and returned to St. Louis. George G., the youngest, is his father's chief adviser and assistant in the office, and is a young man of good attainments. Mr. Gordon's mother is still living on the old homestead back in Ohio. His father died many years ago.

Mr. Gordon is a man of affable disposition, and a person needs but to look at him once to be convinced that he is in no respect a pessimist, but that he is disposed to look on the best side always. His demeanor naturally attracts; he has an army of friends, and the statement that he is one of the most popular men in his line in the city is not far amiss. He occupies a suite of offices convenient and well adapted to his business at 105 North Eighth street.

MCCLURE, RICHARD P., the prominent contractor and builder of St. Louis, the son of Richard P. and Mary (Irwin) McClure, was born in Westmoreland county, Pennsylvania, April 15, 1851. His education was acquired in the schools of Pittsburgh and Alleghany. He was studious in his habits, and quit school with a very good education. He was compelled to earn his own living, and in conformity with such necessity, he accepted the position of a driver on the tow-path of the canal, making the trips between Pittsburgh and Oil City at stated intervals for a space of three years. The records that have come down from that time state that he manifested an industrious regard for the interests of his employers and did his work well, humble though his employment was. As the person who will not do his task well in one instance is apt to neglect it in another, in this work well done at that time, is seen in the lad the indications of success as the man.

At the end of three years' work on the canal tow-path, he determined to fit himself to make his way in the world by learning a trade, and

therefore apprenticed himself to a carpenter in Alleghany City, and with him remained six years, coming out an adept at the carpenter trade at the end of that time. Feeling certain that the great West offered better chances to the aspiring young mechanic than the overcrowded East, he turned his face westward, not halting until he reached the Golden Slope. In San Francisco he remained just a year, working at his trade, and then concluded to return farther east. Reaching St. Louis he was so favorably impressed with the city that he concluded to make it the scene of his future operations. This was in 1874, and for three years, or until about 1877, he worked at his trade as a journeyman carpenter, being employed the most of the time by A. E. Cook. In 1877 he concluded that he was entitled to the usufruct of his own industry, and as a result opened a shop of his own, he launched into business for himself, and instead of being an employe became an employer. Since that time his success has been a constantly growing quantity and his prosperity has been unbroken. His prompt and straight methods of doing business, and his industry and close attention to all its details, have given him a solid foundation on which to build a magnificent success. As an indication of his standing and responsibility as a contractor and builder, the subjoined list of a few of the prominent buildings erected by him is inserted: Smith, Beggs & Rankin Foundry, Missouri Malleable Iron Works, Grand Avenue Presbyterian Church, Union M. E. Church, Burrell-Comstock Building, Scharff-Burnheimer Building, interior of Exposition Building, all of St. Louis; Standard Theater, New York; Loretto Academy, Florissant; Vendome Theater, Nashville; Grand Opera House, Memphis; and Boyd Theater, Omaha.

GALE, ARTHUR H., is the son of Daniel Bailey Gale who was born in Salisbury, New Hampshire, in 1816, and died in this city in 1874. His father having died when he was quite small, he was left to the care and training of an excellent mother, who educated him for





*R. P. McClure*





the law, but he afterward decided to adopt a mercantile career. He grew up to be one of the noblest and best of men, of the highest character and purest motive, benevolent, modest, thoroughly honest in all things, universally esteemed, a genuine Christian and a true gentleman. Soon after reaching his majority he came west at the solicitation of a brother, intending to locate at Peoria, Illinois, but meeting Carlos S. Greeley, was induced by him to come to St. Louis. The latter was already established in a small way in the grocery business. Mr. Gale then had merchandise amounting to \$2,000 on the way from New England; a partnership was proposed and verbal agreement entered into under which the two friends did business without a disagreement for thirty-six years.

This was in 1838, and was the date of the beginning of a house which has been contemporary with the commercial growth of St. Louis. The firm was known as Greeley & Gale until 1858, in which

year C. B. Burnham was taken in and the style became C. B. Burnham & Company; in 1876 the title was changed to Greeley, Burnham & Company, and in 1879 was incorporated under the name of the Greeley-Burnham Grocer Company. In 1893 the last named company was amalgamated with the firm of Scudder & Brother, becoming the Scudder-Gale Grocer Company, under which it does business to-day.

Arthur H. Gale was born in this city, September 3, 1852. He was one of five children born to his parents. Arthur's mother was a

native of the same town as his father and a companion of his youth and early manhood. Her name before marriage was Carolie E. Pettengill.

Young Arthur received a good education, finishing at Washington University. After graduation he entered the grocery house of Greeley & Gale in 1870. He showed a marked aptitude for business, and on his father's death in 1874 he became his successor, and thus the connection of father and son with the business since

1838 has been unbroken. He has filled his father's place most worthily, and he joins with marked business capacity an energy and enterprise that have added much to the business of the house. Suave and courteous at all times his geniality of manner and personal magnetism have made for him an army of friends whose faces, because of his peculiar gift of memory, he never forgets. He is a harder worker even than his father, and is thoroughly devo-



ARTHUR H. GALE.

ted to his business. Promptness characterizes all his dealings, and he is a man who is able to give infinite care to details. In person he is quiet and retiring, is gentlemanly in demeanor, and toward every unfortunate of the human race has a feeling of kindly pity and benevolent purpose. All who know him are certain that he is able to help to carry to a still higher success the great house his father helped to found.

Mr. Gale has a most interesting family, consisting of a wife and four children. He is domestic in his tastes and gives his wife and

children devoted attention. His wife's maiden name was Miss Stella Honey. She is a native of this State, and a niece of Mrs. Gov. T. C. Fletcher. They were married in 1876. The children are Leone, who is seventeen years old; Grace, Arthur H., Jr., and Margaret.

BLUMER, ESAIAS W., son of Esaias and Katie (Streif) Blumer, was born in Switzerland in 1863. At the age of four years he, with his father and mother, came to this country in 1867, locating at Berger, Missouri, where he attended the country schools until sixteen years old, when he began work for his father in the lumber and furniture business as lumber measurer, remaining one year when, feeling that a country town was not the place for rapid development for a young man of ambition and energy, he came to St. Louis and at once found employment with the Joseph Hafner Manufacturing Company, and at the age of eighteen years he was made order and estimating clerk of said company, a position of important trust, and which he filled with much credit and satisfaction to his employers, and where he remained six years.

Mr. Blumer, although not having the advantages of an education enjoyed by the more favored sons of the residents of a large city, having only the advantages offered by a country school, of six months in the year, had, nevertheless, a greater ambition and a longing desire to climb the ladder of fame and fortune, and with his own money, which he had saved in the meantime, he bought the vacant property on the corner of Broadway and Dock streets, and erected a fine substantial brick structure for his factory for stair building and interior finish, employing one hundred skilled mechanics, and he has built up a trade that is second to none in the country, extending to all points of the United States and Mexico, where he sends his own men to put up their work, and whenever practicable gives to every detail his own personal supervision.

He has made his business a study, as a doctor or lawyer does his profession, believing that a

man to succeed in any career in life should master every detail; and that he has mastered it in a thorough manner is plainly evident in the grand success that he has achieved; in fact, he is a fair type of the pushing go-a-head men, who by their own energy and brains contribute so materially to a city's growth and prosperity.

Mr. Blumer is a man who deserves a great deal of credit and has shown his ability and energy by his rapid increase of business, which has doubled in capacity since the spring of 1890.

KOENIG, WILLIAM, son of Henry and Gertrude (Koenig) Koenig, was born in Prussia, Germany, in the year 1834. His father was a house carpenter, and in the year 1840 he came to America and located in St. Louis, his young son commencing at an early age to work at the same business. The population of St. Louis at that time was less than 18,000, and the school accommodations were of a somewhat primitive character. Young Koenig attended the public schools during the day, and after school was in the habit of joining his father and assisting in the building that he was erecting. This brought him into contact with a number of business men.

In 1849 Mrs. Koenig died during the cholera epidemic, which was followed by the great fire, and business generally was badly demoralized at that time. Mr. Koenig gave up housekeeping, and William, although but fifteen years of age, was compelled to earn his own livelihood.

He obtained employment as office-boy with Lyon, Shorb & Company, who were proprietors of the Sligo Iron Store. Soon after his appointment the river navigation to and from St. Louis became the greatest in the United States, and continued such until it was superseded by railroad accommodation. Young Koenig quickly grew into the confidence of his employers, and was made shipping clerk for the house, which was a branch of one of the largest Pittsburgh iron concerns at the time.

As shipping clerk Mr. Koenig gained a large number of friends among river men, who were the leading merchants and jobbers of the West.

His work required great activity, for during the year 1851 no less than 2,975 boats arrived at this port, with a tonnage of 710 tons.

In 1858, when twenty-two years of age, Mr. Koenig left the iron business and associated himself with Colonel John Garnett, one of his brother employes of Lyon, Shorb & Company, and the two started a seed and agricultural business on Second street, between Pine and Olive, under the firm name of John Garnett & Company. Business opened up satisfactorily, and the young firm had every prospect of success until the outbreak of the war in 1861, when, large outstanding accounts in the South becoming bad, the outlook was made very gloomy. Mr. Garnett was so discouraged that he retired from the firm to his farm in Lewis county, Missouri. This left a heavy load on the young remaining partner, but Mr. Koenig was determined to succeed, and manfully facing the great difficulties before him overcame them all and established his house on a substantial footing. As

an instance of his push and energy, it may be mentioned that, having introduced a number of new styles in agricultural machinery, plows, etc., many of which still take front rank among implements, Mr. Koenig was struck with the fact that western farmers were neglecting their old lands, instead of redeeming and bringing them back to cultivation. He accordingly issued a pamphlet for free distribution among farmers, urging the importance of sowing clover, which would not only yield a good crop, but also re-

deem and improve old land. Over 20,000 copies were distributed, and the result was a general sowing of clover seed in Missouri and the West to such an extent that to-day few farmers are to be found without a profitable clover patch. In 1860 the firm introduced into this section the Buckeye mowing and reaping machines, which Mr. Koenig has been handling ever since.

In 1862 Mr. Koenig was elected a director of the German Savings Institution, and has been of the board of that sound institution ever since.

He is also a director of the Washington Insurance Company. Mr. Koenig is naturally of a retiring disposition, but was persuaded in 1881 to run for the School Board from the Ninth Ward. His record on the School Board is one of the most honorable accomplished, and as chairman of the Finance Committee he succeeded in handling the board's funds to great advantage.

Mr. Koenig took an active part in the movement for the erection of a High



WILLIAM KOENIG.

School building. Both on the floor of the board and in the public press, he pointed out the fallacy of the proposition which involved the erection of this building out of the yearly revenue of the school, and in this as in the other of his main propositions he was successful. His earnestness and integrity were highly appreciated by his colleagues and were of great value at critical periods.

Mr. Koenig was married on January 10, 1858, to Miss Caroline Gutbrod, of St. Louis, and has ten children—nine sons and one daughter.



GANAHL, JOHN J., was born in Tyrol, Austria, December 13, 1838. He is the son of John J. and Benedicta (Wuerbel) Ganahl; attended the common schools until he was fourteen years old, when he went to work for his father, who, in addition to superintending his two farms, was conducting a butcher business and operated a flour mill. He came to this country when he was seventeen years old, as a passenger on the sailing vessel *Muchlhausen*, landing at New Orleans. From there he came to St. Louis. Arriving in this city in June, 1856, he secured a position on a German daily and weekly paper, named *Tages-Chronic*, published by Francis Saler, doing general work for the office, for one dollar a week and board, for a short time; for several years following he had charge of the mailing department, and after that took charge of the collecting and advertising department; then was made book-keeper and general business manager, which position he held for three years, until 1863, when he started in the lumber business in a small way, having associated with him in the business John P. Fleitz, who soon afterwards moved to Detroit, Michigan, leaving the business in charge of Mr. Ganahl. In 1879 he bought his partner's interest and continued the business alone until 1881, when he organized and secured articles of incorporation for "The John J. Ganahl Lumber Company," with general offices at Second street and Park avenue, with two branch yards in the city and one at Millstadt, Illinois. Mr. Ganahl also operates a planing mill independent of his lumber business, under the name of "The Nuelle & Ganahl Planing Mill Company." This establishment does a very extensive business. While uniformly successful in business, he suffered a heavy loss in 1880, his planing mill being destroyed by fire while he and his daughter were visiting in the South.

Mr. Ganahl was also interested in, and for many years a director and the treasurer of the St. Clair Ferry and Transfer Company, formerly the Cahokia Ferry Company.

He was one of the incorporators and a member of the first board of directors of the Lafay-

ette Savings Bank, now the Lafayette Bank. His newspaper knowledge and experience, gained by seven years' hard work when a youth, has recently been of great service to him in enabling him, as president of the German Printing and Publishing Association, to make a financial success of *Der Herold des Glaubens*, a German Catholic newspaper of growing circulation and influence.

Although actively and continuously engaged in business, Mr. Ganahl finds time to give considerable attention to public affairs. In 1887 he was one of the Democratic nominees for the City Council from the city at large, and was elected by the largest majority given to any of the candidates, except one. His every act and vote during his four years' service as a member of the Council, was characterized by the same integrity and uprightness that has given him his enviable reputation as a business man. He was ever on the alert to conserve and promote the interests of the city, and was at all times an untiring and able advocate of every measure that was calculated to place St. Louis in the lead of the great cities of the United States. In 1883 Mr. Ganahl took a trip to Europe.

Mr. Ganahl has been married twice; the first time on February 15, 1868, to Miss Elizabeth Steber, of St. Louis, who died on November, 1875; the second time to Miss Mary Louisa Joseph, of St. Louis. He is the father of three children by his first marriage—Louis J., Theodore C. and Matilda, who died at the age of thirteen years. By his second marriage he has five children—three girls and two boys—Octavia, Cecil, Clara, Rudolph and Hubert.

CARTTER, MILO S., the well-known engineer, bridge builder and contractor of St. Louis, was born in Blandford, Massachusetts, May 31, 1828. His father, Waterman Cartter, and his mother, Lucy Cartter *nee* Lucy Frisby, were both descendants of the early Puritans. The former was an engineer and bridge builder, a business he followed up to the time of his death, which occurred in 1846. Milo S. was educated in the town where he was born, attending the com-



*John. G. Galt*



mon schools of Blandford up to his sixteenth year. He then left school and went to work for his father.

Two years later, while engaged in an important contract, Mr. Waterman Cartter died, after an illness of six months. Although then only about eighteen years old, Milo S. was given charge of the work when his father was stricken, and continued to act as superintendent until the contract was completed. Mr. Cartter then accepted an offer from a firm of bridge builders to go to Ohio, where he was given charge of construction of bridges on the Cleveland & Columbus Railroad. This road was the first to adopt the use of the T rail, now in general use. Two years was the term of his employment with this firm, from it he went to the company which owned the Howe truss patent, the first mentioned company having decided to go out of business.

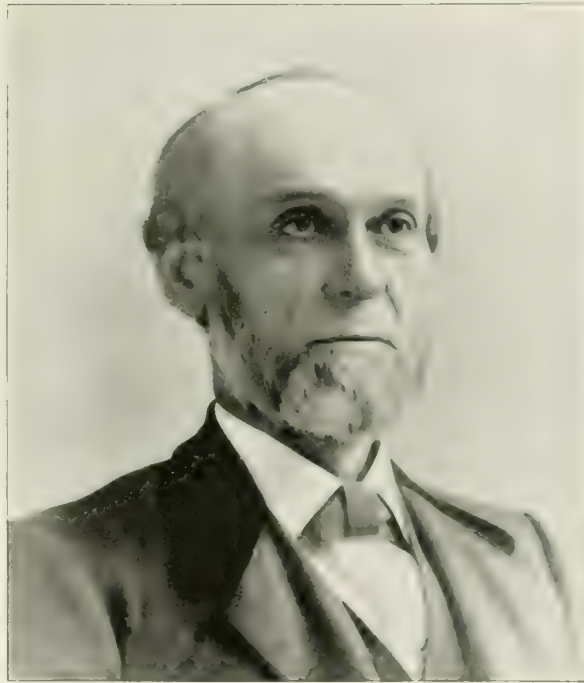
During the next two years he superintended the construction of bridges on roads throughout Ohio and Kentucky, and on the Little Miami road accomplished what was then considered a difficult engineering feat, by taking down an old bridge and putting a new one in its place without any interference with regular traffic. With modern appliances and tools this is now often done, but it was a new and difficult undertaking in 1850.

In 1854 Mr. Cartter came to St. Louis and secured employment with the Missouri Pacific road, which was then building, as superintendent of construction of bridges. In 1857 he

formed a partnership with his brother, H. B. Cartter, doing his first work as a contractor on the Hannibal & St. Joe road, and has been actively engaged in the business ever since, excepting a short time during the late civil war. His work most of the time during that period was included in a contract on the Great Western Railroad, of Illinois, now a part of the Wabash system; but in 1863 and 1864 he was doing military work, building bridges, in the Department of the Ohio. Although a non-combatant,

his title was general superintendent of bridges, and ranks next to that of general.

In 1865 Mr. Cartter returned to St. Louis, and resumed a partnership relation with his brother, which continued until 1878, when the membership of the firm was changed by the retirement of H. B. Cartter, and the admission of A. W. Hubbard and W. S. Cartter, the latter his son, constituting a company that is one of the most important in its line of business in the West.



MIL0 S. CARTTER.

In religious matters Mr. Cartter's views are broad and liberal, and he holds that no better guide of human action can be found than the principle embodied in the golden rule. Politically he is a Democrat, a conservative who believes that moderation and time-tried methods should be applied in the administration of public affairs. Mr. Cartter married in 1850 Miss Isabella McNeil, of Madison county, Ohio. They have two children—a son and a daughter, and Mr. Cartter's home life is an exceptionally happy one.



LINK, THEODORE C.—As mentioned in the chapter on railroads in this book, the new Union Depot is an honor to the city, and even to the country, and, as is also mentioned in that chapter, the thanks of St. Louis are due to the financiers who made it possible to construct the building, and even more to the architect who displayed such signal ability in preparing the plans, and who has since superintended so ably the execution of his own original and magnificent design.

The latter is Mr. Theodore C. Link, one of the most prominent architects in the city. He was born near Heidelberg, Germany, on March 17, 1850. He was educated at Heidelberg, London, England, and at the *Ecole des Arts et Metiers* at Paris, where he studied architecture and engineering. When twenty years of age he came to America, locating in St. Louis some three years later. Before making this city his home, he spent a year in New York, another year at Philadelphia, and then went to Texas, where he executed some important commissions for the Texas & Pacific Railroad at Sherman, Houston and Jefferson.

His first connection in St. Louis was with the Atlantic & Pacific Railroad Company in its bridges and buildings department, and here he displayed talent of the highest order. After serving for a short time as assistant chief engineer at Forest park, he was appointed superintendent of public parks, a position he occupied until the new scheme and charter went into effect. He then went to Pittsburgh, Philadelphia and New York, carrying on his profession in the East until the year 1883, when he returned to St. Louis and opened an office.

During the last ten years he has been engaged in a number of important enterprises, among which may be mentioned the unique and picturesque entrances at Westmoreland and Portland places, the Monticello Seminary, St. Mark's Episcopal Church, the Alton Public Library, the East St. Louis Ice and Cold Storage Building, and the private residences of John Tracy, Nicholson place and Lafayette avenue; E. H. Warner, Grand avenue; J. W. Buel, Grand and

Lafayette avenues; A. Moll, Berlin, near Taylor avenue; August W. Blanke, Russell avenue; E. E. French, Cabanne place; L. B. Tebbetts, Portland place, and others too numerous to mention.

When plans were solicited for the new Union Depot, Mr. Link was one of ten architects from all parts of the United States who were invited to the competition. The decision of the experts was unanimous for his design, it being their opinion that no improvement was possible on the design or plan of his creation. The marked success of his work on this mammoth structure has been the subject of comment and congratulation from local residents and visitors, and has placed Mr. Link in the foremost position as an American architect. He is a member of the American Institute of Architects; was twice elected president of the Missouri State Association of Architects; and is a member of the Architectural League of New York. He is also a member of Mercantile and Noonday.

Mr. Link married in the year 1875 Miss Annie Fuller, of Detroit, Michigan, daughter of Hon. Lyman and Louise Carey Fuller. Mr. and Mrs. Link have five children, Carl, Herman, Edwin, Clarence, and Louise, and reside in West Cabanne place.

HOLMAN, M. L.—One of the most valuable and efficient water commissioners St. Louis ever had, is the gentleman who now occupies the office, and who is the subject of this brief sketch. The son of John H. and Mary Ann (Richards) Holman, he was born in the little town of Mexico, in Oxford county, Maine, June 15, 1852. When he was seven years old, or in 1859, his parents came west and settled in this city. Here the boy was sent to the public schools until he was ready to enter Washington University, where he took a thorough course in civil engineering, devoting his whole time subsequently to making himself proficient in that science, and becoming most expert and skillful in the hydraulic engineering branch of the profession. His skill in this branch finally met with recognition by an appointment to a posi-



Theo. Link



tion in the city water commissioner's department. This was soon followed by promotion to the office of principal assistant engineer, and when Mayor Francis succeeded to the mayoralty, he appointed Mr. Holman to the water commissionership. He was reappointed by Mayor Noonan, and still holds over under Mayor Walbridge. Both as water commissioner and as a member of the Board of Public Improvements, in which double capacity he acts, he must be considered as a public benefactor. He seems

to have administered his office with the ambition to be remembered by the people as one of their most public-spirited officials, and it will be remembered that it was during his incumbency of office that the extension of the water-works and the building of the Chain-of-Rocks viaduct was conceived and carried out. Mr. Holman is a member of the American Society of Civil Engineers, of the American Society of Mechanical Engineers, of the Engineers' Club of St.

Louis, of the American Water-Works Association. He was married in September, 1879, to Margaret H. Holland, of St. Louis.

WOLFF, GEORGE PRESBURY.—George Presbury Wolff is a native of St. Louis, having been born here December 8, 1853. He is the son of Marcus A. and Eliza J. Wolff, the latter's maiden name being Curtis. His father, Marcus A. Wolff, was the son of a poor tailor, who, notwithstanding constant industry, was always very poor. By the female side of his father's

house, the subject of this sketch is a descendant of Benjamin Franklin, his grandmother bearing the name of the illustrious philosopher.

His father, Marcus A., came to St. Louis with his father and family, consisting of the mother, four sisters and three brothers, from Louisville by boat to St. Louis, the trip consuming six weeks. Shortly after his arrival in St. Louis, Marcus Wolff, then a boy, started into a life that was to have more than a fair measure of success, by selling newspapers on the streets.

He afterwards learned the printer's trade on the old *Missouri Gazette*, working at his trade until 1859, in which year he formed a partnership with S. H. Porter, and opened a real estate business in which he was engaged until his death. He thus became one of the pioneers of the business which is still carried on by George P. Wolff and his brother.

The father having made his own way in the world, he recognized the importance of industry

and honesty in his sons, and thus young George was fitted for his battles with the world by being early taught the necessity of integrity and self-reliance. His mother, whose favorite he was, gave the closest attention to his preliminary education, and kept him at the Franklin School in this city for several years. He next attended the Edward Wyman School, then located at Sixteenth and Pine, until 1864. After a two years' vacation he, in 1866, entered St. Louis University, remaining there until 1871, taking the regular course, graduating with



GEORGE PRESBURY WOLFF.



honors, taking the first premium of his class for proficiency in Greek and the second prize for Latin. Early in life the boy developed a taste for reading, showing also that he was of a social nature, and that he was domestic in his inclinations and habits; and such traits still characterize him.

After leaving school Mr. Wolff went to work in the office of M. A. Wolff & Company, his father desiring to make a real estate man of him, and starting him in at the bottom to enable him to learn fully the details of the business. He remained in his father's office until August, 1873, when he entered the service of Siegel & Robb, plumbers and gas-fitters. He acted in the capacity of apprentice and salesman, desiring to learn the business but at the same time draw a fair salary.

After working at the trade during half the day and selling goods the balance, until he had obtained the requisite technical knowledge, his next step was to form a partnership with Thomas J. Hennessey, who was also at that time an employe of Siegel & Robb, and since has served a term as plumbing inspector for the city. A plumber's shop was established at 614 Olive street, and the firm conducted a very prosperous business until April, 1875, when it was dissolved and Mr. Wolff went to Baltimore where he entered the employ of Carruthers & Son, remaining with them a year. The offer of a clerkship by the Second National Bank, of which George D. Capen was president, caused him to return to St. Louis. This bank going into liquidation in January, 1878, caused him to accept a similar position with the Third National, but he resigned this position after having retained it only a few months.

His next position was with the St. Louis Distilling Company, now the Mound City Distilling Company, where he remained until January, 1880, when he again went to work in his father's office. There he has since remained in the capacities of clerk, salesman and proprietor.

Mr. Wolff is liberal as well as public spirited, and has always been ready to aid with his purse any enterprise tending to advance the city's in-

terests, being a heavy subscriber to such undertakings as the fall festivities, exposition, etc. Although in every respect a substantial Democrat, he has never desired any official position, except that of notary public, an appointive office, the commissions for which he has received from five separate governors.

He is an honored member of Aurora Lodge, A. F. and A. M., and is also a member of Alpha Council, Legion of Honor. In religion he is a Methodist, and is one of the leading members of the St. John's Church of this city.

Mr. Wolff was married at Cincinnati, on May 16, 1883, to Miss Alice E. Eaton, a daughter of Dr. M. M. Eaton, a prominent physician of that city, the patentee of several surgical instruments and the author of several valuable medical books. The marriage has been blessed by five children—three boys and two girls. Mr. Wolff is a man of a nervous and impulsive temperament, quick and positive. He is affable and socially inclined, and is a man true as steel to his friends. His discernment and sound business sense is a basis on which he will yet build a fortune.

VIERNOW, GUSTAVE M., the brick and stone contractor, is a St. Louisan who has earned his success by his own industrious efforts. Beginning here in St. Louis as a laborer, he has worked himself up to a position of importance and prosperity, and now does one of the biggest contracting businesses in the city.

As indicated by his name, Mr. Viernow is of German parentage, he being the son of Gustave and Christian Viernow. He looks back with fond recollections to the little Prussian Island of Rugen, in the Baltic Sea, as his birthplace. There he passed his childhood and his early youth, until the wonderful tales brought to his island-home of the New World, where equal chances existed for all and favors were given to none, where merit and not accident was the means of advancement, so worked on his ambition and the spirit of adventure within him, that he bade his parents and friends adieu and embarked for the land of the setting sun. It

was in 1866, when young Gustave had barely reached his eighteenth year, that he set out to search for happiness and fortune in a new land and among a strange people.

Shortly after reaching America he came to St. Louis, attracted by the opportunities it then offered to a young man with the fabric of his prosperity yet to construct, as well as the fact that many of his countrymen had found homes here. Gustave though young in years was wise enough to know that even America, with its boundless opportunities, offered nothing to him who would not work for it. He determined that if he failed it would not be because of a lack of industry, and he accordingly, soon after his arrival here, obtained a situation as a laborer in Pauly's foundry. He had learned the trade of a brick-layer in Germany, but as nothing offered in that line, with the industry that succeeds, he took the first employment at hand.

He only continued a short time at work in the foundry. He was soon laying brick at good wages, and continued to work at his trade until 1872, in which year he formed a partnership with his brother, Morris, and went into the brick contracting business. The brothers did a business of furnishing and laying brick and stone, under the firm name of Viernow & Brother until 1887, when the partnership was dissolved, Morris buying an interest in a stone quarry at Carthage, Missouri.

Gustave continued the business here in St. Louis, and under his able and honest adminis-

tration it has grown to enormous proportion. A few of the big buildings on which Mr. Viernow has had the brick and construction contracts are the new Wainwright Building, Wainwright Brewery, Municipal Electric Light Station, Severn Building, J. C. Meyer Building, Anheuser-Busch Brewery extensions. He had also the brick contract for extending the waterworks at Bissell's Point. Houses for E. Wainwright, J. C. Orrick and W. L. Newman are a few of the finer residences he has recently con-

tracted. These buildings are named to illustrate that Mr. Viernow stands at the head of his business, and by the fact that he is given the contracts to do much of the finest work in the city, showing the kind of a business man he is.

Mr. Viernow is thoroughly progressive in all things, but especially in his business. He has the honor of first introducing into St. Louis the steam hoisting apparatus used in the construction of buildings.

He it was also who

first used in this city the machine which mixes mortar by steam power. Besides his brick business, Mr. Viernow furnishes fancy cut stone to contractors.

Mr. Viernow has been married over a score of years, he having chosen Miss Wilhelmina Schanz of this city as his helpmate and life partner. They were married in 1870, and five children born to them have lived to bless and cement the union. But while these five children have lived to be the pride of their parents, Mr. and Mrs. Viernow have felt the bitter sorrow of



GUSTAVE M. VIERNOW.

the loss of two little ones. Of the children living all are girls but one. The girls are Louisa, Clara, Bertha and Cora. The son, Henry, is a promising young man and is his father's assistant in his business.

BAKER, WILLIAM J., was born in London, England, on Boxing Day, or December 26, 1857, and hence is about thirty-six years of age. His father, Mr. Joseph Baker, and his mother, formerly Miss Ellen Keane, were both of Irish descent. They came to this country about 1870, and the subject of this sketch completed his education at the Christian Brothers' College and at the Mound City Commercial College.

While a boy he spent a great deal of time among the employes of his uncle, who was doing a heavy bricklaying business, and on leaving college he worked as apprentice to this gentleman, whom he served faithfully for a period of four years, when he was promoted to the position as foreman, and one year later subsequently succeeded his uncle in the business. He was in partnership with Mr. Thomas McDermott (McDermott & Baker) until the year 1879, when the partnership was dissolved and Mr. Baker continued in the business alone. He has done an exceptionally extensive business, and has acquired a reputation for brick-work which defies criticism, and which is substantial in the extreme. During one season alone he erected over one hundred and ten buildings, and has more than once passed the one hundred mark.

Among the edifices in the construction of which the first-class character of his work can be seen may be mentioned the Christian Brothers' College, the Redemptorist Fathers' School, the new 'Frisco Freight Depot, between Seventh and Tenth streets, the Refrigerating House of the Lafayette Brewery, the magnificent Convent of the Good Shepherd, at Normandy, the Catholic Protectorate at Glencoe, Missouri, the new million dollar Planters' Hotel, the Martin Building, the St. Joseph's Orphan Asylum, the building occupied by the Little Sisters of the Poor, the Emilie Building, Ninth and Olive, and the Hagan Opera House on Tenth and Pine.

These are only a few of his best works, the bulk of his time having been devoted to private residences, seventy-three of which he erected in the year 1891 alone. Mr. Baker is an intelligent man, fully competent to draw his own plans if required, and always on the lookout for defects and possible failings. By making his work a life study he has developed it into an art, and he seems to regard bad work on the part of his employes a personal injury to himself. His keen personal supervision is highly appreciated by those who have entrusted their interests into his keeping, and cases in which complaints are made by architects under whom he works are rare in the extreme, nor has he on any occasion since entering business been in any legal dispute resulting from defective work. Mr. Baker is an active member of the Builders' Exchange, and filled the presidential chair very acceptably in 1893. He was a delegate to the national convention recently held in Boston, where his counsel was regarded as of exceptional value. He has just been elected president of the Knights of St. Patrick, is treasurer of the Elks Club, and a member of the Mercantile and Marquette clubs.

He married in 1880 Miss Laura Harrigan, eldest daughter of the chief of police. He has one daughter—Nellie.

FOSTER, ROBERT MAGRUDER, the second son of Dr. Sterling J. and Virginia (Heard) Foster, was born in Putnam county, Georgia, May 13, 1852, from which State his father moved early in 1853 to Union Springs, Alabama, where as a planter and physician he still resides. Mr. Foster comes of a long line of lawyers, doctors and divines, being the direct descendant of John Foster of Hallifax county, Virginia; the nephew of Nathaniel Green Foster, Ex. M.C., and Judge Albert G. Foster, of Madison, Georgia, Judge Adam G. Foster, of Burnett, Texas, and James M. Foster, one of the leading physicians of Alabama, and grand-nephew of Stephen Heard and Thomas Magruder, eminent divines of Alabama and Mississippi.

His collegiate education was received at the





*Am J Baker*





East Alabama Male College, at Auburn, Alabama, which he attended two years, and at Davidson College, Mecklenburg county, North Carolina, from which he received the degree of B.A., in 1871, and three years later, the degree of M.A. Upon leaving college he applied himself assiduously to the law, when he was compelled to give it up for a year, on account of his health, devoting himself during that time to all sorts of plantation work and outdoor sports; being accounted one of the best wing shots in his county, of which sport he is still fond and every year, during the Christmas holidays, makes a visit to his old hunting grounds.

Early in 1873 he renewed his law studies and, deciding to locate in St. Louis, entered the St. Louis Law School the following fall, from which institution he graduated in 1875 with the degree of LL.B., having in the meantime received much practical instruction in the law office of Dryden & Dryden.

Feeling equipped for his chosen profession, he immediately formed a co-partnership for the general practice of the law with his classmate, John J. Meier, which continued two years. From that date until 1881 he practiced jointly with the Hon. Samuel Erskine, since which time he has practiced alone, occupying the same office in the Temple Building.

Mr. Foster has devoted his attention almost exclusively to civil practice, appearing in many important cases in all the courts, but usually as the attorney of private corporations, in which

department of the law his opinion is considered authoritative. In 1878 he consented to become a candidate for the Legislature and was elected to the Thirtieth General Assembly by an almost unanimous vote from the Second Representative District of the city of St. Louis. During his term he was chairman of the committee on militia and was elected chairman of the St. Louis delegation.

During the winter of 1891-92 and 1892-93 he filled the chair of medical jurisprudence in the Marion-Sims College of Medicine, and of '93 and '94 in the Barnes Medical College. In 1881 Mr. Foster was married to Miss Lizzie Leighton Carpenter, at Keokuk, Iowa, daughter of Dr. A. M. Carpenter, formerly of Keokuk, but now of this city. They have three children—two boys and a girl.

Mr. Foster and family reside on Chestnut street, just east of Grand ave. They are popular in West End circles, and Mr. Foster is looked up to with

the highest respect in commercial as well as legal circles.

MANN, GEORGE R., son of Richard F. and Elizabeth (DeFreese) Mann, was born in Syracuse, Indiana, July 22, 1856. He took the special course of architecture at the Institution of Technology, of Boston, and then entered the office of Mr. W. H. Brown, of Indianapolis, with whom he remained for one year, after which he established himself in business in Minneapolis, Minnesota, with Edward S. Stebbins.



ROBERT MAGRUDER FOSTER.

the firm being known as Stebbins & Mann.

In the fall of 1879 Mr. Mann came to Kansas City and worked as a draughtsman for a short time, whence he moved to St. Joseph and organized the firm of Eckel & Mann, Mr. Edward J. Eckel being the partner. The firm had a most prosperous career until 1891, during which time it was frequently necessary to refuse commissions owing to the immense amount on hand.

In 1891 Mr. Mann sold out his interest in the St. Joe business and moved to St. Louis, where at the present time he is devoting attention to the erection of the magnificent new City Hall on Washington Square.

The wonderful improvement in the appearance of St. Joseph, during the last twelve years, is largely due to Mr. Mann, who planned and erected nearly all the large buildings in the business section of that city. A few of the most prominent of these were the establishments of Tootle & Hosie, Nave-McCord Mercantile Company, L. McDonald & Company, John S. Britton & Company, Steel & Walker, Turner & Frazer, and others too numerous to mention. The Union Depot at St. Joseph, which is so frequently and favorably commented upon by travelers, was also designed and erected by Mr. Mann, as well as the Union Depot at Hannibal. He also constructed the Columbia Theater at Chicago, the Paxton Hotel in Omaha, and the Court House at Council Bluffs, Iowa; Mount Ayr, Iowa; and the Court Houses for the county seats for all of the northwest counties of the State of Missouri.

Mr. Mann is also the architect of the Asylum of the Sisters of St. Vincent, at St. Louis, and the Martin Building at the corner of Tenth and Washington avenue. In the very spirited competition among architects for the new City Hall of this city his plans were successful, his victory being the subject of comment throughout the entire country. He is carrying out his contract to the entire satisfaction of the municipal authorities, and his work is attracting attention from all points. A deputation from Boston recently was so impressed with the excellence of Mr. Mann's plans that they made a favorable

report on their return and suggested the embodiment of his ideas in the new municipal building to be erected in that city. In the recent competition for the Carnegie Library one hundred and thirty-two plans were submitted, and Mr. Mann received the second prize, a Pittsburgh firm being elected to carry out the work. The fact that the second prize came to a western architect is a credit alike to the West and to the western man who was thus honored. Mr. Mann is looked upon in St. Louis as one of the most reliable architects in this section of the country. He is distinctively American in his ideas and is a very practical man, combining economy with excellence in every detail of his work.

In 1886 he married Miss Carrie Rock, of St. Joseph, and has three children, Elizabeth, Wilhelmina and Georgia. Mr. Mann's mother died in the spring of 1892, and her demise was greatly regretted by an unusually large circle of friends. His father, while captain of the Forty-eighth Indiana Infantry Volunteers, died in 1863, at Corinth, Mississippi. Mr. Mann's elder brother, Lieutenant Jas. D. Mann, of the Seventh Cavalry, was killed during the Sioux Indian troubles at Wounded Knee, South Dakota.

VOGEL, CHARLES FREDERICK.—A gentleman very popular with St. Louisans, and who has held many offices of trust, which he administered with fidelity and ability, is Mr. Chas. F. Vogel, who, after almost a lifetime spent in the public service, has retired from politics, and is now one of the leading real estate men of the city. Mr. Vogel is a native of Switzerland, where he was born in Neuchatel, March 22, 1845. His father, John Vogel, and his mother, who before her marriage was Anna Christinger, emigrated to America in 1855, when Charles was ten years of age, and settled in St. Louis.

In this city the lad was first sent to school at the Christian Brothers' College, and then entered the public schools, and here and at private schools he studied several years more, and then left to accept a situation as clerk for Justice



*H. K. Mann.*





McVicker, who was at that time one of the principal justices, having his office under Barnum's Hotel, at the corner of Second and Walnut streets.

When the war broke out the lad was sixteen years of age, and while he was almost too young to enlist as a regular soldier, his patriotism impelled him to compromise by enlisting in Company I, Second United States Reserve Corps, Missouri Volunteers, as a drummer boy.

Afterwards he regularly enlisted for three years' service as a soldier in Blair's Brigade, Twenty-ninth Missouri Volunteer Infantry, Colonel John S. Cavender, Company E, Captain Thomas H. McVicker. He was of that body of men who believed in a principle, and whose patriotism was great enough to cause them to risk their lives in its support, who were the bravest and best of both armies during the war of the rebellion. As to such soldiers as he, all of the men who served the republic, and those

who know the heavy sacrifices they made, can appreciate the great value of their services. Young Vogel, when peace was declared and when his services were no longer needed, was mustered out and honorably discharged at Washington, District of Columbia, in June, 1865.

He immediately returned to his home in St. Louis, and realizing that he must have a business or profession, he determined to adopt the law, and, acting in accord with such determination, entered the law office of Jecko & Clover. Here he gave his time to the study of law for a year,

when he was tendered the position of clerk of the Police Court—an event that changed his plans and the course of his life entirely. He accepted the place and filled it satisfactorily for a period of four years, when he accepted a position as deputy county clerk under Chief F. C. Schoenthaler, going in with that gentleman when he was elected to the office.

He served throughout Mr. Schoenthaler's term, and that he made a faithful and efficient assistant is shown by the fact that he was continued

in the position by the former's successor, Mr. F. L. Garsche, under whom he served until 1877, when through the adoption of the scheme and charter the County Court was legislated out of existence. Mr. Vogel's next public position was as secretary of the Council, or Upper House, being the first secretary under the new order of the scheme and charter, John H. Lightner being the first president of that body. Being thoroughly acquainted with the details of



CHARLES F. VOGEL.

public service, and being urged by his friends to accept an elective office, he, in 1878, became a candidate on the Republican ticket for the office of clerk of the Circuit Court. He was elected and administered the affairs of the office so satisfactorily, that at the end of his term he was re-nominated, and, although like any public official who tries to do his duty, he had made enemies who developed into a strong opposition, he was again elected.

At the end of his second term he determined to quit the public service and embark in busi-

ness. Concluding that the real estate line held out the greatest hope of remuneration, he, in 1887, opened an office as a real estate dealer and financial agent. Since the beginning, the returns of the business have more than met Mr. Vogel's expectations. The influence and prestige of the firm are steadily increasing, and it is already one of the leading and responsible houses of its line in St. Louis. Mr. Vogel's fair and reliable methods of transacting business have done much to inspire public confidence, while good judgment and wise management assure his entire success.

In 1869 he was wedded to Miss Laura, daughter of Mr. F. C. Fisher, a well-known citizen of St. Louis. They have one son, Oliver, and two daughters, Estella and Edna.

ROSENHEIM, ALFRED F., the well known architect, is a native of this city, where he was born June 10, 1859, and is therefore still on that side of the hill of life where the sunshine falls the brightest. His parents, Morris and Matilda (Otteneimer) Rosenheim, gave their boy the best of patrimonies—an excellent education. He started in the grammar schools of this city and afterward entered the Washington University, where he took the prescribed curriculum. Desiring the benefits of foreign educational culture, he traveled to Europe and for some time studied at the famed University of Frankfort-on-the-Main, Germany.

Then he returned to this side of the water, and immediately entered the celebrated Institute of Technology, in Boston, taking his graduation examination and terminating his long course of educational training in 1882. One purpose of his attendance at the Institute of Technology was to fit himself as an architect, for which business he had always manifested a natural taste and inclination, being possessed of, as has since been developed, an artistic hand and a constructive eye. After leaving the institute, he therefore sought and found employment in an architect's office in Boston, and for three years worked in several of the leading offices of the "Hub." Convinced that while

Boston might be the place to seek instruction in details of the craft, that St. Louis was a better city in which to find commissions, he therefore returned in January, 1884, to this city. His first employment here was in the office of that veteran architect, Charles K. Ramsey, whom he finally left to form a business connection with Major Francis D. Lee.

After the latter's death in August, 1885, Mr. Rosenheim in a sense became his professional legatee, inasmuch as he took charge of the Major's unfinished commissions, and these were the beginning of business on his own account—a business which has increased year by year at a most flattering rate. Results are generally the standard by which the ability of any architect is determined, and in Mr. Rosenheim's case they established beyond doubt the possession by him of a high order of talent. Among some of his most important creations are the beautiful Columbian Club on Lindell boulevard, the Rosenheim block, northeast corner of Ninth and Washington avenue, the Phipps-Wallace Building on Eighth street opposite the Post-Office, Hotel Rozier, and the elegant residences of Messrs. Meyer, Papin, Drey, Knapp, Scharff, Sprague, Bernheimer and many others in the West End, the big block of the express companies' freight houses at the new Union Station, besides numerous other buildings located in all parts of the city.

Combining that which is useful and substantial in architecture, Mr. Rosenheim has a talent for elegant detail and effect, and of late years has largely drifted into the study and execution of interior and decorative work, in which department he has already gained an enviable reputation. He is by no means a local practitioner in the sense that his business is confined to St. Louis, for he has executed commissions, and has a list of patrons, in Illinois, Minnesota, Arkansas and Ohio, as well as in this State, outside of St. Louis. From what he has thus far accomplished his friends are firmly convinced that he will attain a high degree of both fame and success in his chosen field of work.



*A. F. Rosenheim*





From his brethren here in St. Louis, Mr. Rosenheim has been accorded a high compliment by election to the secretaryship of the St. Louis Chapter of the American Institute of Architects, an office he has held since its reorganization in March, 1890, after the consolidation of the American Institute with the Western Association of Architects in 1889. He also holds the more important office of director in the parent body, the American Institute of Architects, and is a member of the Royal Arcanum.

Mr. Rosenheim was married in 1884 to Miss Frances G. Wheelock, of Boston.

FITZGIBBON, JAS., was born in the little town of Middleton, near Cork, Ireland, on June 28, 1843. His father, Daniel Fitzgibbon, died when James was four years old. His mother's maiden name was Hannah Crowley, and one year after her husband's death she decided to come with her children to America, settling upon Springfield, Massachusetts, as their home. It was in that city that James was reared, and there he received the rudiments of his education. He afterward attended school for several years in Holyoke, Massachusetts, and also in this latter city he was apprenticed and learned the trade of a machinist.

When nineteen years of age he went to Hartford, Connecticut, and entered the Phoenix Iron Works as a machinist. From the Phoenix he went to the Hartford and New Haven shops, where he remained four and a half years working at his trade. He came to St. Louis in April,

1868, and was appointed foreman and superintendent by his uncle, Morris H. Fitzgibbon. He acted in this capacity until 1873, when he set up in business for himself.

Mr. Fitzgibbon does a building and general contracting business, and among the important buildings he has constructed are C. H. Turner's building, Third street; Hoyle building, Sixth and Locust; Patrick Burns' building, Christy between Sixth and Seventh; Bannerman building, Sixth and Christy; J. S. Sullivan building,

Seventh and Christy; H. Liggett building, Twentieth and Chestnut; Central Distillers' buildings and warehouses; Columbia building, Eighth and Locust; Puritan building on Locust; Channing Flats; Paramore Flats; D. R. Garrison, row of houses; Connecticut Mutual Life Insurance Company, row of houses; Lackman School; Concordia Club Hall, and fine residences for the following named gentlemen: P. C. Murphy, Albert Mansur, Dr. Bronson, J. H. Tier-



JAMES FITZGIBBON.

nan and Marcus Bernheimer.

Mr. Fitzgibbon was married in April, 1874, to Miss Mary Jane Keating, daughter of Patrick Keating, at one time the first and most prominent real estate dealer of the city. He was a friend of many of the old real estate holders of the city, such as the Mullanphys, and as such had the management of their real estate. The couple have four children living: Francis Keating, Eugene, Edward and Louise.

Mr. Fitzgibbon's success in life is largely due to a sound business sense and the fact that he

has never trusted important business to a subordinate, but has given all his work his personal supervision.

HOFFMAN, SAMUEL, is often spoken of as the leading builder of St. Louis, and this statement is made without any intention of inviting invidious comparison, for he has the reputation by virtue of the fact that he has been engaged in the business here for over a score of years, and during that time has constructed some of the largest and costliest buildings in St. Louis. He was born in Stark county, Ohio, in 1846, and is the son of David and Sarah (White) Hoffman. When an infant but two years of age his parents changed their residence from Stark to Washington county of the same State, where the boy was educated in the public schools.

Very little time intervened after he left school before the war broke out, and as he was one of those who had courage as well as conviction he enlisted early and marched away from home in Company F, of the Thirty-sixth Ohio Infantry Volunteers, the regiment commanded by Gen. George Crookes. He made a record in Crookes' first fight, seeing a great deal of hard service and hard fighting during the three years he was a soldier. He was in the second battle of Bull Run, at Warrenton, South Mountain, Antietam and Chickamauga; he was also in the important battle of Missionary Ridge, and was with General Thomas at Rocky Face and Hoover's Gap; under Gen. Phil. Sheridan he was at the bitter engagements of Winchester, Fisher's Hill, and others on the road to Lynchburg, under Hunter, and also at Cedar Creek. It will thus be seen that he saw almost as much hard and actual service as any soldier who fought for the Union. After Cedar Creek, in 1864, he was mustered out and discharged, with a record for honorable service that any man should be proud of.

Returning home after his discharge he took contracts for the erection of buildings, this being a line of business he had started to learn before his enlistment as a soldier. The locality near his home not furnishing as wide a field as

he desired for his operations, he removed to Parkersburg, West Virginia, where he conducted operations very successfully for a short time; but, like thousands of other men who went through the campaigns of the rebellion, this great upheaval produced a general unrest and a desire for change. Many thousands of these returned soldiers satisfied this longing for activity and a change of scene, born of the rapid and shifting variations of war, by seeking the new and broad territory of the West; and Mr. Hoffman, becoming one of the westward moving army, found himself in Missouri, where he determined to locate.

Accepting work on several large contracts, he first lived at Pleasant Hill and Kansas City, Missouri, but regarding that St. Louis was destined to be the metropolis not only of Missouri, but of the Mississippi Valley, he made this city the field of his future operations. He came here in 1872, a time most auspicious for him, as St. Louis was just then taking upon herself new growth and life. His rise was therefore rapid, for he was a man who applied the golden rule to the execution of every contract, not only as a matter of principle but as a matter of policy. The promptness and honesty with which he carried out his contracts, gave him a reputation that brought him prosperity and business, the man who had buildings to erect preferring him at a higher figure than less responsible builders at the lowest price.

Within the score or more years he has plied his business in the city he has erected some of the largest and finest buildings, including the Grand Opera House, the Sligo Iron Works, Liggett & Myers Tobacco Factory, the new Mercantile Club, the Globe-Democrat Building, and many others. His fame has extended beyond St. Louis and he has executed many contracts in other cities, making a specialty in this field of opera houses. Among these contracts are the Broadway Theater, New York; Amphiton Theater, Brooklyn; National Theater, Philadelphia; Luberris Theater, Memphis; Grand Opera House, San Antonio, Texas, and the Grand Windsor Hotel at Dallas, Texas.



*S H Hoffman*





BAKER, ALFRED M., son of Joseph and Ellen (Keane) Baker, was born of Irish parents in the city of London, on May 2, 1867. When he was but four years of age his parents came to St. Louis, and it was in this city that he obtained the excellent education which has been so invaluable to him in the profession which he has chosen.

When he left school he entered the office of Mr. Charles E. Illsley, where he studied practical architecture in all its phases. He made good progress, and entering the office of Mr. J. B. Legg, he continued his studies until he became an accomplished architect and a very able designer.

His work has been of a character calculated to perpetuate his name in the city. The Marquette School, generally conceded to be the handsomest public educational building in the West, was designed and constructed under his superintendence. Two other very fine public schools were also erected by him.

But it is in private residences that Mr. Baker has made the most remarkable record. During the last three years he has planned and superintended the erection of high-class residences, costing in the aggregate considerably in excess of \$600,000, although the ability and economy of the architect kept the expenditure down to the lowest possible point. The residences thus constructed include those owned by Major Laurence Harrigan, Peter O'Neil, Mrs. L. Schulte, John O'Neil, Justin Steer, L. C. Doggett, Joseph O'Neil, Adam Boeck, D. C. Ball, Mrs.

E. D. Pattee, Mrs. H. D. Pittman, Mrs. Isabel Douglas, R. F. Kilgen, F. C. Trauernicht, Frank Ritter, William Keane, J. B. C. Lucas, F. A. Steer, B. Wasserman and John Long. These houses represent almost every type of modern architecture, and are marvels of convenience internally.

Few men but twenty-seven years of age can duplicate such a record as this, and it is doubtful if the history of architecture can furnish another such example of architectural precocity.

Mr. Baker is now designing a number of buildings of even more costly and intricate character, and the prospects for his future career are of the brightest possible character.

He was married on February 14, 1893, to Miss Clara Schulte, of North Grand avenue, and Mr. and Mrs. Baker have a son and heir who has been named after his father, and who, it is to be hoped, will emulate his good example, and be as energetic and successful in his walk in life.



ALFRED M. BAKER.

WARD, THOMAS J., senior member of the contracting firm of Ward & Hartley, is the son of a well-known workman, and was born in St. Louis October 10, 1860. His father, being a workingman, well understood the importance of teaching his son habits of industry and thrift, and early impressed on his mind the fact that on his own effort and labor depended the measure of his success in life.

He was given the advantages of the public schools for several years, and then made his first venture in the industrial field as an appren-

tice of Wm. Keane, the brick contractor. Under him he served a regular apprenticeship and came out a rapid and thorough brick mason. He then went about his work with the purpose always before him of attaining the best results and the highest excellence in his line, and, as a consequence, his promotion was rapid. He was soon made foreman for the important contracting firm of McDermott & Baker, and while acting in this capacity, among other important work, erected the Emilie Building, the Christian Brothers' College and the 'Frisco Depot. Ten years ago he went into business for himself as a brick contractor.

Four years later he formed the present partnership with William H. Hartley. Both members are practically acquainted with the details of the brick business and in other respects constitute a well-balanced firm.

Mr. Ward was married in 1883 to Miss Julia Passmore, daughter of James H. Passmore, the well-known and successful lumberman.

Mr. Ward is a gentleman of great popularity and has held various official honors at the hands of his fellow-citizens. From the Fourth St. Louis District he was sent to the Legislature eight years ago. Three different times he has been elected to the House of Delegates, and during two years of that time filled the chair of speaker with distinction and ability. He has always proved worthy of every trust that has been conferred on him, and his extended popularity places within his reach in future almost any official position in the field of politics.



THOS. J. WARD.

DOWDALL, JOHN T., the oldest Odd Fellow in the State of Missouri, is certainly entitled to more than a passing mention in a work which is designed to be a connecting link between the old and new St. Louis, and to show how the old river town has developed into a great metropolitan city. Mr. Dowdall is now nearly seventy-eight years of age, and he has lived in St. Louis more than half a century. Being of an observant disposition, he has noticed from time to time, with much intelligence, various local devel-

opments and events, and the editor of this work is much indebted to him for information and hints given.

Mr. Dowdall is a native of Kentucky, and was born in Henry county on October 31, 1816. Kentucky, at that time, was a wild, uncultivated district. Free schools were unknown and the pay schools were few and far between. As a result the subject of this sketch had few educational advantages, and it is only because he has been an indefatiga-

ble reader for fifty or sixty years that he is now a well-informed, highly educated gentleman. When he was fifteen years of age he left home and was apprenticed to learn the trade of machinery and pattern making. In 1840 he went into business in Louisville, Kentucky, establishing the firm of Bunn & Dowdall, and in the following year he married Miss America Owen, of Franklin county, Kentucky.

Business was fairly good in Louisville, but in 1843 Mr. Dowdall saw an excellent opportunity to establish himself in St. Louis. He accord-

ingly sold out to Mr. Bunn, and in June, 1843, opened up in this city as a manufacturer of machinery and of cotton batting, his being the first firm west of the Mississippi river to manufacture the latter article. In 1846 he disposed of this branch of the business and made a specialty of iron, opening up a large foundry and supplying an immense quantity of shot and shell to the Government during the Mexican war. Several years later he supplied the Federal government with a larger quantity of ammunition, which was used during the civil war.

After the great fire of 1849 another department was added to the factory, and castings were turned out in large numbers. Some of the castings made in the old Washington foundry by him are still being used in the city, and it is interesting to note that his firm cast the columns for the jail, the largest that had ever been made at that time, and also the castings and columns for the Court House.

For several years the business thrived under various styles, such as Dowdall, Carr & Company, J. T. Dowdall & Company, and Dowdall, Page & Company. The investment approximated a quarter of a million, and as a large portion of the capital was borrowed, the panic of 1857 gave the firm a hard shake. It rallied, however, but before the war was over heavy losses had been incurred. After the foundry had been twice destroyed by fire, it was decided to close out the firm. Mr. Dowdall subsequently went into the plow business, but is now engaged in real estate and insurance.

Through all these long years of prosperity and adversity Mr. Dowdall has been the center of a large circle of friends. This spring he was presented with a very valuable gold-headed cane by his brother Odd Fellows, in commemoration of his long connection with that order and the faithful manner in which he had lived up to its obligations. He joined Boone Lodge, No. 1, at Louisville, in 1839, and has been a member of Missouri Lodge, No. 1, for half a century. For even a longer period he has been a member of the Methodist-Episcopal Church, and is a member of the Cook Avenue Church.

Mr. Dowdall's first wife died in 1863, leaving three children, Joseph A. Dowdall and two daughters, who are now Mrs. Mary E. Heburn and Mrs. Mattie Smith. In 1863 he married Miss Elizabeth Johnson, who died three years later. In 1868 Mr. Dowdall married his present wife, who was formerly Miss Leonora Wooldrige. Two sons of this marriage survive. The oldest, William F., is connected with the Missouri Fish Commission, and the youngest, Paul Leroy, has just completed his education and is starting out in a commercial career.

KUENZEL, ANDREW, was born in Bohemia, Austria, January 13, 1854. His parents were natives of Bavaria, Germany. His father was John Kuenzel, and his mother's name before her marriage was Elizabeth Guenther. He attended school in the town of Neuberg until he was thirteen years old, when he went to Reichenbach to learn the trade of machinist, and was apprenticed for four years. When his term of service expired, he went to the city of Chemnitz and entered upon a thorough course of theoretical training in practical and applied mechanics, consisting of drawing, surveying and mathematics. He remained in that school for a year and a half, and then secured a position as draughtsman in the celebrated machine works of Wieden & Son, where he remained for eighteen months, when he came to the United States, arriving in this city in the fall of 1873.

Possessing a thorough practical knowledge of machinery of all kinds, he had no difficulty in obtaining remunerative employment. He put up the machinery in the first sash, door and blind factory, which was established south of Market street. He was next employed to put up the machinery for the Great Western Sash, Door and Blind Factory, and afterwards took the position of superintendent of the establishment, where he remained until June, 1883, when he went into business on his own account, with a small capital, at his present location at 2716-23 South Third street, where he now has a sash, door and blind factory, with a lumber-yard in connection, on the opposite side of the street,



employing in all about twenty-five workmen.

Few men in business in St. Louis have accomplished more in a few years than Mr. Kuenzel, or built up so large and profitable a business from a small beginning. He gives his personal supervision to his entire business, and to this fact is his success to be largely attributed.

Mr. Kuenzel was married in 1876 to Miss Frances Hof, of this city. They have had eight children—six girls and two boys—six of whom are living.

TAYLOR, ISAAC S., son of Isaac W. and Mary (Stacker) Taylor, was born in January, 1851, in Nashville, Tennessee. Young Taylor was educated at the St. Louis University, taking a classical course in the Jesuit College and graduating with honors in 1868. As a boy his hobby was architectural drawing, and on leaving college he associated himself with Mr. George I. Barnett, under whom he studied architecture for six years. He was then admitted into partnership, the firm name being Barnett & Taylor, and for five years more the firm continued operations, the bulk of the hard work naturally falling on the energetic young partner.

In 1879 Mr. Taylor started in business for himself and is now regarded as one of the best architects in America west of the Mississippi Valley. This is not the individual opinion of any one man, but it is the verdict of the immense number of capitalists, manufacturers and merchants who have placed their interests in his keeping. Few men can point to so magnificent a list of public buildings constructed under their management as "Ike" Taylor. While with Mr. Barnett he was the architect and superintendent of construction of the Southern Hotel, the first and, indeed, only fire-proof hotel in St. Louis. His other triumphs include the Meyer Brothers Drug Company's Building on Fourth and Clark avenue, the largest drug house in the world, and admitted by visitors from distant States and also from Europe to be perfect in every detail; the Liggett & Myers establishment on Washington avenue, which if not quite the largest in America is by

far the best equipped and best adapted for its purpose; and the Drummond Tobacco Factory, another marvel of success as a manufacturing establishment. Among more handsome if less massive structures which Mr. Taylor has designed and brought to perfection may be mentioned the Hotel Beers on Grand avenue, the Harmony Club House, the Tony Faust Building on Broadway, and the Third Baptist Church. Outside of St. Louis Mr. Taylor's work is well known, and though he has frequently refused commissions away from home on account of his pressing duties in St. Louis, he has been able to erect some very magnificent structures elsewhere. Among the most prominent of these may be mentioned the "National" Hotel, of Peoria, Illinois; the "Newcomb," at Quincy; the "Crescent," at Eureka Springs, a building which has won praise from every one who has visited the health king—Arkansas Springs, and the elegant "Oriental," at Dallas, Texas.

Just now Mr. Taylor's career may be regarded at the zenith of its success. He has just completed the Globe-Democrat Building on Sixth and Pine, the finest newspaper building in the West, and he is also the architect in charge of the Rialto Building on Fourth and Olive, the Mercantile Club Building on Seventh and Locust, the Columbia Building, Eighth and Locust, and the Public Library on Ninth and Locust. He now also has charge of the new Planters' House, one of the palatial hotels of America.

Mr. Taylor is unmarried; indeed, he is wedded to his work, and frequently spends half the night thinking out new designs and planning further triumphs. He is one of the land-marks of St. Louis, and his figure is a familiar and pleasing one. He owes his success, in a great measure, of course, to his marked aptitude for his work, and the careful study which he has devoted to it; but not second to these must be mentioned his honesty and candor, and the stern manner in which he resents anything approaching neglect of duty on the part of contractors, and any shirking of any description. Mr. Taylor has never erected a building which has proved unsatisfactory in any respect.



Wm. S. Taylor.



SCHRAUBSTADTER, CARL G., son of Carl G. and Henrietta (Witschieber) Schraubstadter, was born in Dresden, Germany, May 19, 1827. He was educated in the school of Rath & That, Dresden, and at the age of fourteen was apprenticed to Meinhold & Sons, royal printers and publishers, who conducted a large establishment in Dresden, where they manufactured their own type as well as doing a large amount of printing for members of the royal family and others. He served six years with this firm, and made an immense quantity of type by hand with small molds and the ladle, casting machines being looked upon as impossible ideas in Germany fifty years ago.

In 1847, his time being up, he worked as a journeyman at Buda-Pest, in Hungary, Prague, Linz in Austria, Munich in Bavaria, and Frankfort-on-the-Main, and after an extensive experience in Germany he went to England, where he stayed for a short time. In 1854 he came to America, originally with the intention of seeing the country, but he was so impressed with what he saw, that he determined to remain permanently in America. He worked for James Connor's Sons, type founders, for a short time, and while trade was slack accepted a temporary position in the Boston Type Foundry, where, however, he remained for twenty years. Being a steady and industrious man, he saved money, and in the year 1865 purchased an interest in the foundry and took charge of the mechanical department. He was connected with the house during the great fire

of 1872, when the building was entirely destroyed, and it was only by his vigorous efforts, with the assistance of some of the employes, that the foundry's valuable matrices were saved. He remained with the house two years after this, or until it was re-established. He then, in 1874, came west and, in partnership with Mr. James A. St. John, established the Central Type Foundry in this city, Mr. Schraubstadter becoming president of the company and manager of the mechanical department, while Mr. St. John

acted as secretary and business manager.

In April, 1888, Messrs. Schraubstadter and St. John purchased a controlling interest in the Boston Type Foundry, the same house of which the former had been an employe for a score of years, and of which after the above date he was president and Mr. St. John secretary. On November, 15, 1892, the Central Type Foundry and the Boston Type Foundry were sold to the American



CARL G. SCHRAUBSTADTER.

Type Foundry Company, and Mr. Schraubstadter and his partner retired from business. The eighteen years Mr. Schraubstadter had charge of the practical department of the Central Type Foundry was the period of the greatest development in the type-making art, and many changes and improvements were due to his ingenuity. The Central was a factor in the art from almost its infancy to the present, and at the time it was sold was one of the leading houses in its line west of the Mississippi. The work with which Mr. Schraubstadter was



so long connected is being continued by his sons, who have established the Inland Type Foundry.

Mr. Schraubstadter is a very popular man, especially in German circles. He is an excellent singer, having frequently appeared in public and sung in operas in Boston and St. Louis in his younger days. He is still a member of the Orpheus Musical Society, of Boston, as well as of the Liederkrantz Society, of St. Louis. The family is a distinctly musical one, and Mr. Schraubstadter takes much interest in the musical studies of his children.

In the year 1860 he was married to Miss Augusta Stern, of Cassel, Germany, and the couple have nine children living. Of these, Carl is in business as the head of the Western Engravers' Supply Company, and also as secretary of the Inland Type Foundry. Wilhelm and Oswald, in 1893, established the Inland Type Foundry, of which the former is president and the latter vice-president; Ida, now Mrs. Sohm, resides in Dresden, Germany; Richard has fitted himself as a mining engineer; George, after studying the art of brewing in Germany, is now brew-master of the American Brewing Association, at Houston, Texas; Allie, now Mrs. Hacker, also resides in Houston; Ernst graduated this year from the Manual Training School; Emma is now the wife of Mr. Goertz, general agent of the Germania Life Insurance Company of this city.

SHULTZ, JOHN A. J.—In presenting to the public the names of men of the city of St. Louis who have by force of character and energy, together with a combination of qualities and ability, made themselves conspicuous in private and public life, there is no example more fit to present, and none more worthy to be remembered, than John A. J. Shultz. Not only does he rise above the standard in his line of business, but he also possesses in a high degree the excellences of human nature and christian character that makes men worthy and respected among their fellow-men. He is high-minded and liberal in his business; one who is alive to all the varying requirements of trade, whose

operations have been of the most extended and weighty character, who with others have succeeded in making St. Louis the great commercial and manufacturing metropolis.

John A. J. Shultz was born in Grantsville, Alleghany county, Maryland, in the year 1838, where he received a common school education, served an apprenticeship in his father's tannery; later he conducted the business of said tannery and also engaged in merchandising in connection therewith. In the year 1864 he moved to St. Louis and engaged in the hide and leather business. In 1872 he formed a co-partnership in the tanning business at the present location with Captain C. W. Ford, who was then the United States Collector of Internal Revenue for St. Louis. In 1873 Captain Ford died, Mr. Shultz purchased his interest in the business and conducted the same until 1876. In the meantime he was experimenting in making the surface-turned full rawhide belting, the first belting turned out in 1876. Securing a patent for the manufacturing of the same, the belting after being introduced to the public met with such success that he formed a stock company, and the Shultz Belting Company was organized in the spring of 1877, at which time he was elected president, and has been its president since the company has been organized—an honor which has been conferred upon him for his energy and business qualities. The company started with a capital of \$30,000; it is now increased to \$330,000. A glimpse, however, of the most important part is the extensive works at the corner of Bismarck and Barton streets, which stands to speak as a monument unto itself. This gives but a faint idea of the extent of the works. The factory covers a front of 200 feet by 166 feet, and comprises in all three four-story buildings. The business of the company extends to all parts of the globe except China and Egypt. The great demand for the belting by the electric light plants throughout the country has caused the Shultz company to identify themselves with almost every scheme that tends to promote the welfare of electrical interests. As a prominent member of the St.

Louis Electric Club, he lent his aid in every possible way to push the work of preparation for the late electric convention which met in St. Louis. He is entitled to a full measure of the appreciation of every one in attendance.

Mr. Shultz is the owner of a fine stock farm near Lexington, Missouri, where he and his family spend the summer, upon which farm he raises some of the finest trotting horses in the State.

Mr. Shultz was married to Miss Mary Brown in 1859, of which marriage there has been ten children. Seven children are still living—four daughters and three sons. He united in an early day with the Lutheran Church. After his arrival in St. Louis he, with a few others, started and organized the present St. Mark's Lutheran Church, of which Dr. Rhodes is pastor. From a few members it has grown to a large church and wields a large influence in the community.

His father was Adam Shultz, his mother Miss Nancy Shockey, both born in Somerset county, Pennsylvania, the former in the year 1789, the latter in 1802. They were united in marriage in 1818, of which union there were fourteen children—nine sons and five daughters. His grandfather on his mother's side, Christian Shockey, served his country faithfully through the Revolutionary war.

CLEARY, REDMOND, the well-known commission merchant, whose picture appears on this page, was born in County Tipperary, Ireland,

May 25, 1829, where his father was a farmer. He attended a local private school until his fifteenth year, when he went to work on his father's farm, where he remained until he was twenty.

In 1850 he came to America and at once settled in St. Louis, where his brother-in-law, Mr. P. Ryan, resided. For a year he drove a team for Mr. Ryan, who was a contractor on Manchester road, and he next secured a position under Mr. John J. Anderson, of Carondelet, for whom he worked until 1854, taking care of his horses and doing other work around his place.

For the next eleven years he was engaged in the retail grocery and feed business. In the year 1865, he, having saved considerable money, organized the firm of Cleary & Taylor, commission merchants, with headquarters at 26 South Commercial street. In 1875 a branch establishment was opened in Chicago, Mr. Taylor going to



REDMOND CLEARY.

that city to take charge of it, and two years later the firm dissolved partnership, Mr. Cleary retaining the St. Louis connection.

In 1888 he incorporated his business under the name of Redmond Cleary Commission Company, with a paid-up capital of \$200,000. The house does a very large and exceedingly sound business, with Mr. R. Cleary at the head of it, having forced his way to the front from a very humble commencement.

The company is very ably officered. In addition to having for its president one of the

best known and most reliable commission men in the West, it has for its vice-president Mr. D. C. Byrne, and for its secretary Mr. Timothy F. Cleary. It has special representatives in Illinois, Tennessee, Texas, Kentucky, Nebraska, Iowa, and other States, and is increasing its connection every year. Mr. Cleary is active in all details of its management.

HIGDON, JOHN C., the well-known attorney, and member of the firm of Higdon & Higdon & Longan, was born in the little town of Griggsville, Illinois, in 1860. He comes of old Maryland stock on his father's side, Higdon being a family name that has been respected for many generations in the State. His father was John Erasmus Higdon, while his mother before marriage was Sarah Baldwin, of Litchfield, Connecticut. On the distaff side of the house, our subject is therefore of Puritan stock, as old as any to be found in New England.

When John was six years old his parents located in Kansas City, and it was there that he received his common school education. As soon as he was old enough he went to work in a machine shop of which his father was proprietor, and it was there he acquired a practical insight into the mechanism of tools, engines, boilers and all kinds of machinery, a knowledge that has been invaluable to the firm in the practice of law involving the intricacies of all kinds of patents.

After serving a number of years in the ma-

chine shop, he took up the study of law, in due time was admitted to college, and after graduation began the practice of law, at which he has been very successful.

Mr. Higdon is married, and has a family, and is a member of the Masonic fraternity. In politics he is a Republican, and although he has never sought office, was almost forced into nomination in 1892 as candidate for Congress.



JOHN C. HIGDON.

BERGIN, MICHAEL, who died during the spring of the present year, had during his brief life earned for himself the respect and esteem of the members of the furniture trade of this city. He was born on November, 15, 1860, his father being Mr. Michael Bergin, Sr., the well-known furniture man, who opened the present business house when the subject of this brief sketch was but two years old. Young Michael commenced to attend public schools soon after the close of the war, and he then entered the St. Louis

University, where he took a full course of study.

His father died in 1878, and although young Michael was barely eighteen years of age he assumed control of the business, being subsequently assisted by his two younger brothers—Andrew J. and Frank. Young as he was, Mr. Bergin largely increased the scope of the firm's operations, and the old-established house became still better known to the trade. As a member of the Furniture Board of Trade, Mr. Bergin's work was valuable and continuous, and it was not until the year 1892 that his attendance



became less regular. His health then began to fail, and in January of this year he finally relinquished the cares of the business to his brothers and went to San Antonio, Texas. He rallied for a time, but consumption had obtained too strong a hold upon him and he died quite a young man, although old in general experience and usefulness.

LONGAN, EDWARD E., an able lawyer, an expert on patent questions, and a loyal Mason, is a member of one of the oldest and most prominent families of Missouri. He was born at California, in Moniteau county, September 8, 1866, and is hence quite a young man, despite his prominence as a patent lawyer.

His early life was spent on a farm, and at the age of fourteen he entered the classical and scientific courses of the University of Missouri, at Columbia, and graduated from the institution the youngest in the class in June, 1886. At the age of nineteen he commenced the study of the law, and after three years' close reading of the fundamental theories of the law he was admitted to the bar, and completed his legal studies and post-graduate course at Yale University, New Haven, Connecticut, where he graduated with honors in June, 1889. He received his classical and legal education under the most profound instructions in America, and having superior advantages and being endowed with a vigorous and acute mind and energetic nature, he is without doubt one of the most

highly educated young lawyers of the St. Louis bar.

On leaving New Haven, Connecticut, he came west and formed a co-partnership with Mr. Higdon, which has probably the largest clientage of any patent law firm in the Southwest. Although not yet twenty-eight years of age Mr. Longan has won by indomitable will and energy an enviable reputation as a patent lawyer and scientific expert, and could have no doubt received the appointment of United States com-

missioner of patents would he have accepted it. He has not only achieved a phenomenal success as an attorney, but by shrewd and judicious investments has accumulated considerable property.

Although not an active politician or office-seeker he is a strong Democrat and never loses an opportunity to assist in advancing the causes and triumphs of Democracy. He is a member of no church but is spiritually inclined and has a veneration for the Scriptures.



EDWARD E. LONGAN.

Though possessed with a fine honest face and a singularly charming manner and affable disposition he has never been a zealous student of the art of making himself agreeable to society—his time being exclusively devoted to his professional and business duties, and attending personally to the wants of his large and ever increasing clientage.

Mr. Longan is a prominent 32 degree Mason, and is a member of all the Masonic bodies and Missouri Consistory, No. 1, of the Ancient and Accepted Scottish Rites.



DELLACELLA, STEPHEN, one of the leading American-Italians of St. Louis, is a native of sunny-skied and historic Italy, and was born October 4, 1850, in the little sea-port town of Chiavari, situated on the Mediterranean, twenty miles north of Genoa. He is the son of Emanuel and Marie Dellacella. The former was fitted for the bar and practiced law in Italy, but after coming to America he engaged in the mercantile business. Mr. Dellacella attended school in Italy, from his sixth to his tenth year.

When Stephen had reached that age, his parents had emigrated to America and settled at Memphis, Tennessee, where the elder Dellacella engaged in the boot and shoe trade. At Memphis, Mr. Dellacella was reared until he was fourteen years old, when, his youthful imagination fired by patriotism for his adopted country, and with true youthful rashness and thirst for adventure, he enlisted in the Federal army, without parental consent. He was fourteen years

old at that time, and probably the youngest soldier in the Union ranks, but he had the courage and grit of a true veteran, and served under Sherman until the cessation of hostilities.

His experience, far from abating his ardor, developed within him a liking for military life, and at the end of the war he enlisted in the regular standing army. In this service he remained three years, and received his discharge in his eighteenth year; while yet a boy, he was still a veteran.

While in the regular army he was stationed

most of the time at the mouth of the Yellowstone. After his discharge he came east and located at Sioux City, Iowa, where during the two years of his stay he started to learn the marble-cutting trade. Then he determined to visit his old home in Memphis, but when he reached that city he learned with the deepest sorrow that both of his parents had died. During the few years following his return to Memphis, he alternated between that city and St. Louis, carrying on a general commission trade,

which in that day proved very profitable.

In 1874 he met and married the lady who is now his wife, Miss Susan Simpson, a native of England, who had only been in this country a short time when she met her present husband. His marriage had much to do with Mr. Dellacella's determination to settle down. St. Louis offered him good prospects, and he settled in this city and embarked in the general produce commission business. This line of



STEPHEN DELLACELLA.

trade he followed until about six years ago, when he secured control of the New Everett hotel, at Olive and Fourth, which he has managed ever since.

Mr. Dellacella is a thoroughly self-made man. He was able to enjoy the benefit of little schooling, but his education has been obtained by the smoothing influences of actual contact with the world. The adverse circumstances he has been compelled to overcome, have been converted by him into beneficial lessons, and he is to-day a successful business man and a leader of the

American-Italian colony in this city. He takes a lively interest in public matters and is influential in local counsels of the Republican party. He is literary in his tastes, and would have made a good newspaper man, had he turned his attention in that direction.

It was Mr. Dellacella who was one of the most active organizers of the American-Italian Cavalry, composed of the leading citizens of Italian birth in St. Louis, and which was organized with the expectation of taking a leading part in the opening of the World's Fair.

Mr. Dellacella is a member of the Ancient Order of United Workmen, and took a leading part in the National convention of the order in this city in 1892, acting as master of ceremonies and grand marshal of the parade. He is also a member of the Knights of Pythias and the Grand Army of the Republic. He has but one child—a daughter nearing womanhood.

Mr. Dellacella is a handsome, powerful looking man, and is the very picture of good health.

**BARNETT, GEORGE D.**, the son of George I. and Elizabeth (Armstrong) Barnett, was born in St. Louis on the 7th of October, 1863. He was thoroughly educated at private schools and the Christian Brothers' College. After completing his scholastic studies he entered the office of his father and pursued a course of instruction in architecture, both in theory and practice.

In September, 1889, he formed a co-partner-

ship with John J. Haynes, under the firm name of Barnett & Haynes, which has been highly prosperous up to the present time, the firm ranking among the first in St. Louis.

The more conspicuous of his many professional undertakings are noticeable in the Visitation Convent, the Scholastic Building of the Jesuit College, the fine building occupied by the F. A. Drew Glass Company, the elegant residence of R. E. Stockton, the St. Rose's Church, Marquette Club, Sodality Hall, the Lewis C. Nelson Building, and many others that reflect honorable credit upon the ability and superior taste of the architect.

He was married to Miss Nellie R. Haynes, of St. Louis, a lady of many accomplishments, and daughter of Thomas and Mary (Farrell) Haynes, by whom he has one child—George Haynes.

Mr. Barnett has established a fine reputation as an architect and is rapidly rising in his profession to be a worthy successor to his distinguished

father, whose achievements are well known.

**MILLER, THOMAS P.**, whose portrait appears on the next page, has made himself exceedingly popular by his efficient management of the St. James Hotel, which is situated on Broadway at the corner of Walnut street. It practically adjoins the Olympic theater, and has always been looked upon with favor by members of the theatrical and musical professions, thousands of whom are personally acquainted with the subject of this sketch.



GEORGE D. BARNETT.

Mr. Thomas P. Miller has been proprietor of this hotel for about sixteen years, during which time he has practically reconstructed the establishment, so numerous and complete have been the changes he has made in order to secure the comfort of his guests. The hotel is now lighted by electricity throughout and is fitted up with every modern convenience.

It has two hundred rooms and, in addition to a transient trade of great proportions, it also does a very large business in the provision of homes for residents.

The dining-room is very commodious and will seat three hundred people easily. The table is exceptionally good, and in many respects is fully equal to that at the most costly hotels.

Although popular prices prevail, every provision is made for the safety and comfort of guests. In order to minimize the risk of fire, the kitchen, boiler-room and bakery are located in a building altogether distinct from the hotel itself, an advantage in many ways, in addition to the great reduction of risk.

Each of the two hundred rooms is pleasantly situated and substantially furnished. The hotel is heated by steam, and it is also provided with a very satisfactory elevator service. Its office and rotunda are conveniently located, and large crowds of capable actors as well as prominent business men are frequently to be found in the latter.

Another cause of the popularity of the St. James is the street-car service within a stone's

throw of it. The Broadway cars, taking passengers to both the north and south ends, pass the door, and the Fourth Street Cable, the Cass Avenue and Fair Grounds line, the South St. Louis Electric, the Forest Park and Laeclde, and the Tower Grove and Shaw's Garden lines are all within the shortest possible distance on foot.

Mr. Miller's personal attention to the needs of his patrons, and his marked ability as a hotel manager and general caterer, are so conspicuous that to those who have visited the hotel any

reference to them would appear superfluous. But it is interesting to note how much has been accomplished by the gentleman whose picture is reproduced on this page. St. Louis has for some years suffered during festivity and convention seasons from a lack of hotel accommodations. On these occasions the St. James has done more than its share of the work of entertaining, and the numerous boarders have cheerfully co-operated in the work of hospitality.



THOMAS P. MILLER.

HAYDEL, DR. FRANCIS L.—St. Louis has been fortunate in the men who have filled the real estate ranks, and in none more so than in the man who has the distinction of being at the head of the oldest real estate agency in St. Louis. The firm of Haydel & Son, of which he is the head, was known for many years as John Byrne, Jr., & Company. It was established more than half a century ago by Mr. John Byrne, Jr., who came to St. Louis from New York in 1839 and opened up a real estate business the following year. The subject



of this sketch became associated in business with Mr. Byrne just at the end of the war, relieving the founder of much of the hard work. The latter, however, always declined to retire entirely from business until he had completed his seventy-fifth year, and during the remaining nine years of his life he took a great interest in the firm, enjoying up to almost the day of his death quite a reputation as an expert in values.

Every western historian of the time consulted Mr. Byrne frequently, and his knowledge of local history and the current events of a half century crowded with occurrences of startling importance was remarkable.

Mr. Haydel was born in St. James Parish, Louisiana, in 1828. He was educated at St. Xavier's College, Cincinnati, and later at Pope's Medical College, as the St. Louis Medical College was then called. Having obtained his degree he took charge of the public dispensary, but later returned to his native State and earned quite a reputation as a physician. In 1865 he returned to St. Louis and associated himself with his father-in-law, Mr. John Byrne, Jr., as already stated. Since that time he has abandoned medicine entirely, although his old title still clings to him. His oldest son, Harry L. Haydel, has been associated with him in business for the last fifteen years, and four years ago the old name of John Byrne, Jr., & Company was dropped and that of Haydel & Son assumed.

In some respects Dr. Haydel's life has been uneventful, but he has done good work for St.

Louis, and especially for the real estate fraternity. For many years he was a director and indeed a guiding spirit in the old St. Louis Real Estate Exchange, and it is interesting to note that his son, Mr. H. L. Haydel, is now taking an equally prominent interest in the real estate exchange of to-day.

The firm with which Mr. Haydel has been connected for many years is as important as it is old-established. When its principal first went into business there was little speculation, and the most important work consisted in collecting rents and managing estates. Gradually the scope of the operations enlarged, until now Haydel & Son are conspicuous in almost every line of business connected with realty. For many years the lending of money on deeds of trust has been a specialty, and several millions of eastern capital have been placed by the house where they have brought good returns for the investors and also enabled the borrowers to embark in enterprises and effect improvements of immense importance to the city.

The reputation for conservatism and probity which both past and present members of the firm have always enjoyed has also led to very large sums of money being placed in their hands for investment at their discretion. Always quick to read the direction in which high-class improvements were traveling, Mr. Haydel has been able to place his clients' money in such a manner as to enable them to reap very substantial returns without proportionate risk.



DR. FRANCIS L. HAYDEL.



Haydel & Son are now giving special attention to one of the most picturesque suburban districts of St. Louis. This is Fairview Park, on the line of the new electric railroad to Kirkwood, and a subdivision which has the benefit of electric lights and improvements of by no means an ordinary character.

HELLER, MICHAEL J., is a prominent member of the St. Louis hardwood lumber business, whose proportions have assumed such great magnitude during the last few years. Although quite a young man, Mr. Heller is held in high repute by his associates in business, and is regarded as one of the shrewdest and most reliable buyers in the trade.

He was born in St. Louis November 24, 1867, being the son of Michael and Elizabeth Heller. His father's name is well known to those who have studied the history of St. Louis during the last fifty years. He was for many years the senior member of the well-known firm of Heller & Hoffman, chair manufacturers, relinquishing his interest in that concern a few months ago, when he purchased the St. Louis Glue Company's works. Before the adoption of the scheme and charter which made St. Louis an independent city with no county affiliations, he was a judge of the county court, and he discharged his duties with great ability and with satisfaction to all. After retiring from the bench he retained his reputation for judicial ability, and also made a great reputation as a successful and exceedingly

enterprising chair and furniture manufacturer.

Mr. Michael J. Heller, the subject of this notice, was educated in and graduated from that great institution of learning, the St. Louis University, in 1884. Upon leaving college, with the business energy inherited from his father, he entered the employment of Methudy & Meyer, the leading hardwood lumber dealers of the city at that time, with whom he remained until 1887. In that year he organized the firm of Smith & Heller, associating his interests in the hardwood lumber business with William M. Smith.

He sold his interest in this firm January, 1893, and incorporated the M. J. Heller Lumber Company, of which he holds the position of secretary and treasurer. That firm has achieved a gratifying success, and stands financially and otherwise among the strong firms who give character and widespread influence to the mercantile and industrial operations of this great interior city. An inviting future is before him, and



M. J. HELLER.

while he grasps the energies of present activities in commerce and the industries, he can look forward with confidence in his own integrity and courage.

SAUERBRUNN, GEORGE.—George Sauerbrunn is one of the many German-American citizens of St. Louis who have done so much to make the western metropolis, and who have been so generally successful. The subject of this biography, the son of Val and Christiana Sauerbrunn, was born in Bavaria, Germany, April 14, 1857. He

came to America with his parents when four years old, and spent his early youth in Cape Girardeau county, where his parents settled. There he received a good education, leaving school at the age of sixteen to establish his own fortune.

He at once apprenticed himself to a firm to learn the bricklayer's trade, serving an apprenticeship of three years, or until a foremanship was offered him by James Stewart, whose men he directed for three years. In 1885 he determined to enter business for himself, and since then has conducted a general brick contracting business in a manner that has made him wealthy.

With the contracting business he soon combined various deals in real estate and the construction of buildings on his own account, and as a result he is now the owner of many valuable buildings in various parts of the city. He has built many of the residences in Vandeventer place and along Leffingwell and Bell avenues, and built the West End Hotel, which has proved such a great convenience in many ways.

Mr. Sauerbrunn is also heavily interested in the Sauerbrunn Wagon and Carriage Company, and is the president of that corporation. In fraternal circles he is an influential member of the Knights of Pythias, and is also a member of the Order of Aegis.

Mr. Sauerbrunn was married to Miss Emma Lohide, daughter of Chas. Lohide, of St. Louis, in 1881. They have five children.



GEORGE SAUERBRUNN.

DALTON, HON. RICHARD M.—Like so many men who have risen to marked success and have left the impress of their individuality on the affairs of this republic, Hon. Richard M. Dalton is a native of Ireland, and like so many other of the strong and virile class of men that country has given to this, he has worked his way from the bottom to the top—is the architect of his own fortune. He was born February 3, 1845, in Tipperary, and while he was yet a babe his parents joined the tide setting toward the New

World, finding a resting place at Lebanon, Ohio. There the father, John Dalton, died, and the widow, whose maiden name was Maria Armstrong, afterward moved to St. Louis, Missouri. When the war broke out, young Dick, though but a boy of sixteen years, was among the first to offer his services to his country. He enlisted in the Third Missouri Cavalry, and for four years did hard and gallant service throughout Missouri, Arkansas and Louisiana, and

was discharged after the cessation of hostilities, in August, 1865. He served under Col. John M. Glover and General Steele.

Owing to the death of his father and the straitened circumstances of his family, he was compelled to help earn a support for himself and mother's family instead of going to school in his youth. After the war he determined to repair to some extent this neglect of early education, and accordingly went to Hamilton, Ohio, where a brother lived, and attended school for some time. In 1866 he returned to Missouri, locating

in Ralls county. He sought work and found it as a farm hand, but he was not by any means satisfied to remain in such a position, and was soon at work trying to better his condition. He was ambitious to become a lawyer, and began study by borrowing books of friendly attorneys and poring over them between the hours of regular labor. It is shown that he was a most industrious student by the fact that in 1868 he passed his examination and was admitted to the bar at the county seat, New London. He enjoyed a good practice from the start, and was so prosperous that in 1876 he was enabled to buy a farm in Ralls county and retire thereto, as he felt himself drawn in an irresistible way to the soil.

He still continued the practice of law, however, and as he had always taken a deep interest in politics, his influence in that field is now beginning to be felt. This resulted in his election to the Thirty-sixth General Assembly, and as chairman of the ways and means committee he made a record that stamped him as a man of political ability and understanding. From 1888 to 1890 he was a member of the Democratic State Central Committee, and by his work as such proved himself a thorough politician. Such had become his prominence in State affairs that at the solicitation of thousands of friends he decided to become a candidate for governor. He made a most brilliant campaign, and led his competitors from the beginning. He went into the convention at Jefferson City with a plurality of the votes, and held them through several ballots. His friends stuck to him loyally, but through the defection of the other delegates to Stone, the latter was given the nomination. Nothing showed the magnanimity and broad liberality of Mr. Dalton so much as the hearty support he gave to his erstwhile opponent. He made a thorough canvass of the State and the big Democratic majority given to Stone must be largely credited to Dalton. His party loyalty and fidelity had attracted the attention of President Cleveland, and May 23, 1893, he was named as surveyor of the port and collector of customs at St. Louis, and has

held the office since his confirmation by the Senate. From what he has already done it is predicted that a bright political future awaits him.

Mr. Dalton is a Mason, Royal Arch Chapter, and Knight Templar, is a member of the Legion of Honor, of the Royal Arcanum and Knight of Maccabees.

December 21, 1869, he was married to Mary Rebecca Biggs, of Ralls county, who gave him two boys and died in 1880. In 1882 he was married to his present wife, who was Mrs. Lucy W. Card, of Ralls county.

RAMSEY, CHARLES K., is the son of John and Mary P. (Kirkpatrick) Ramsey. He was born at Monticello (now Godfrey), Madison county, Illinois, March 22, 1845; came to St. Louis with his parents in 1849; was educated in the public schools and Lyman Institute of this city, and after taking a special course at Washington University went to Europe in 1869, and studied architecture in Paris.

Returning from Paris in the fall of 1870, Mr. Ramsey opened an office and went into business on his own account. Afterwards he was in partnership with Mr. F. Wm. Raeder (Raeder & Ramsey), and then with W. Albert Swasey (Ramsey & Swasey), and subsequently alone.

Many of the handsomest and most costly residences, and a number of the largest buildings used for manufacturing and business purposes in this city were planned and erected by Mr. Ramsey, and are standing and enduring testimonials of his superior architectural skill and ability. Notably among these may be mentioned the splendid private residences of Governor D. R. Francis, John D. Perry, and Edward Mallinckrodt, at Vandeventer place; George Wainwright, on Delmar avenue, and Mrs. Ames, on Lindell avenue; the Houser Building, the Catlin Tobacco Factory, the warehouse of John A. Scudder, and the magnificent new office palace, the Wainwright Building, at the northwest corner of Seventh and Chestnut streets; and also the Union Trust Building, in which Messrs. Adler & Sullivan, of Chicago, were associated with him.



Mr. Ramsey is also superintendent of construction of buildings for the United States government in this city.

The name of Mr. Ramsey is to be found on the rolls of the Masonic order, the Knights Templars, the Legion of Honor, and the Knights of Honor, in all of which societies he is active.

HELLMUTH, PHILIP FRANK, is one of the most popular and competent dental surgeons in St. Louis. This talented young dentist is not yet forty years of age, having been born in this city in the year 1854, two years after his parents, who were natives of Germany, had located in St. Louis. His father, Mr. Matthias Hellmuth, was a prominent civil engineer in the employ of the German government, and his mother, Mrs. Regina (Morgenstern) Hellmuth, was the daughter of a prominent German citizen.

In 1857 Mr. and Mrs. Hellmuth moved to Lebanon, Illinois, and it was in the common schools of that city that Philip received his first educational training. After acquiring a good preliminary education he entered the seminary at St. James, Missouri, where he remained until he was seventeen years of age, when he became associated with Dr. Louis G. Howard, at Lebanon, Missouri, where they opened a dental office.

He remained for two years with Dr. Howard, and in 1873 moved to Highland, Illinois, where he opened an office on his own account.

During these years of early work Dr. Hell-

muth found time to carry on a systematic course of study at the Missouri Dental College, and in 1878 he took the degree of L.D.S., passing his examination in a highly creditable manner. Still persevering in his studies, he in the year 1879 took the degree of D.D.S., and in 1890 graduated as a physician in the St. Louis Medical College, taking the degree of M.D. with honors.

Since the year 1890 Dr. Hellmuth has been practicing both in St. Louis and at Highland, Illinois, in both of which cities he is exceedingly popular and much respected. He is a prominent member of the St. Louis Dental Society and the St. Louis Medical Society, of the A. O. U. W. and of the Knights of Honor, and is one of the most popular members of his profession in the city. He is also, at this date, lecturer in the Woman's Medical College on dental pathology and oral surgery.

The Doctor married in the year 1876 Miss Adele Bandy,

and has two children, Edgar and Philip, both healthy, active and intelligent boys.

O'HARA, HENRY—The subject of this brief sketch was born June 1, 1844. He left his parents at the age of eleven years and located at New Utrecht, on Long Island, New York, and in this little town he attended school until he was sixteen years of age.

When he reached that age, it was just that period of change and unrest which preceded that mighty upheaval known in history as the



P. F. HELLMUTH, M.D.



civil war. The boy was infected by this restlessness, and bidding adieu to the friends with whom he had lived so long, he set out into the world to win his own fortune. His first journey was a long one, and ended at New Orleans, where he began his search for work. Having inherited a strong physique, he was stronger than the average man, and was, therefore, able to secure and hold a job as fireman on the New Orleans, Jackson & Great Northern Railroad. He performed the arduous duties of this task so well and faithfully that he drew upon himself the recognition of his superiors, and within a very short time was given charge of a construction train.

However, he ran this train but a very short time, as the war was then fairly inaugurated and he could not resist the impulsive promptings of his patriotism. Therefore, leaving his train he enlisted in his country's defense, joining the artillery branch of the service, under General Dahlgren. Later he was changed to the command of General Gardner. His alertness and courage soon won him promotion, and he was made guide of artillery. In a short time he was still further promoted to the rank of lieutenant. At the fiercely contested battle of Decatur he was wounded almost to death, one of his legs being shot away. But this calamity did not dispirit him in the least, seeming rather to increase his enthusiasm and add to his courage, for after leaving the hospital he secured an artificial leg, returned to his company and served gallantly until peace was declared. When the surrender took place he was at Demopolis, Alabama, and was there honorably discharged.

Casting about for a livelihood after peace was declared, he began by going into the lumber business, a good opening having offered at Brook Haven, Mississippi. This venture proved very successful and he remained at Brook Haven until 1874. In this year he visited St. Louis on business connected with lumber, and was so favorably impressed with the city that it resulted in his removal and permanent location here. Two years later, or in 1876, he accepted a re-

sponsible position in connection with the car service of the Cairo Short Line, where he continued until 1891, and then resigned the place to accept the presidency of the St. Louis, Chicago & St. Paul, commonly called the "Bluff Line." A year previous to this change, or in 1890, he was elected president of that vast interest known as the Union Refrigerating Company, with its capital of \$2,000,000. He is also president and largest stockholder of the Landsburg Brake Company. All these responsibilities he has administered with signal ability, showing conclusively that he is a man with talent to successfully engineer great enterprises, and a man to whom others naturally look as a leader. Besides the above named undertakings, he is largely interested in the Hick's Stock Car Company and a number of large car building companies.

He belongs to two fraternal societies, the Legion of Honor and the Knights of Honor. His marriage took place in 1882, to Miss Eliza P. Howland, of Sondovel. They have had six children, the names of the five living ones being: Buelah, Gertrude, Henry, Jr., Benjamin Harrison, and Onedia.

Mr. O'Hara is yet in the prime of life, yet few men attain such a success as his in an entire life-time. His success, too, is all due to his own efforts and has been fairly and honestly earned. He is of that class to whom, in a country where merit alone is used as a standard of measure, Americans accord a special honor—the self-made man. Most men encounter obstacles in their careers which they are never able to surmount; he has laughed at every adverse circumstance that would inevitably have discouraged men of less strength of character, while adversity has come but to increase his courage. He is a genial, optimistic, a good companion and an unfailing friend. He is a man of great will-power, is endowed with fine mental faculties, and while he seems especially adapted to the railroad business, he has those elements of superiority within him which would make his success certain in any calling of life he might have chosen.



*Henry O'Hara*



**HARTLEY, WILLIAM H.**—The subject of this sketch is the junior member of the brick contracting firm of Ward & Hartley. Like Mr. Ward, he has a thorough and practical understanding of the business which he conducts, having come to such knowledge of its details by making it a regular occupation and making the start at the beginning. After all, such thorough knowledge is almost absolutely necessary to success in any line of business whatsoever. He is a native of St. Louis, wherein he was born in 1862.

He spent his youth at home and at the public schools, or until he had attained the strength to go to work.

His father was a bricklayer, being considered a leader in his trade, and was for many years foreman for Anthony Ittner; and young William determined to follow the trade of his father. He progressed so rapidly in his chosen field that he was soon rated as the fastest layer of "stock" brick in St. Louis. For several years

Mr. Hartley had personal charge of important details of the work of Mr. Ward, his present partner. Six years ago he was advanced from the post of employe to partner, and since then has given his entire attention to the brick contracting business.

The firm is recognized as standing at the top of its business, and recently secured the brick contract for both the new City Hall and the new Union Station. In 1890 Mr. Hartley was married to Miss Marie Bruner, who, however, died within two years after her wedding day.

**GOTTSCHALK, FREDERICK**, was born in Wezlar, Rhenish Prussia, August 3, 1828. Both his father and mother, Charles and Margaret (Luther) Gottschalk, lived to a mature old age, the former dying in 1865 and the latter in 1867. Young Frederick was educated in the excellent schools of his native land, and for four years, or until he decided to emigrate to America, made his living by teaching school in France. When he reached America in 1850 he settled in Cincinnati, but within three months went to

Frankfort, Kentucky.

In the latter city he met Miss Susan Holeman, to whom he was married in 1851. In 1854 he moved to Louisville, Kentucky, and having before this determined to adopt the law as a profession, he entered the law school of the Louisville University, and graduated in 1855. In 1858 he again sought a new field, hanging out his shingle at Dubuque, Iowa, which city later elected him city attorney. At the first



W. H. HARTLEY.

call on troops to put down the rebellion, Mr. Gottschalk enlisted in the First Iowa Infantry, and went to the field as captain of Company H. In the same year he was wounded in the battle of Wilson's Creek and compelled to return to his home at Dubuque, where, after his wound had healed, he was appointed lieutenant-colonel of the Twelfth Iowa Infantry; declining to forswear his Democratic principles, the governor refused to deliver his commission, and he again took up the practice of law.

In 1870 the Captain came to St. Louis, where



his brother, Judge Louis Gottschalk, was made circuit judge. Captain Gottschalk then took into partnership his son, Edward L., who is a graduate of the St. Louis Law School, and together they have built up a remunerative business. In his practice Captain Gottschalk is a painstaking and reliable attorney, and is a citizen who has always taken a deep interest in public affairs.

To his first wife, who died in 1870, four sons were born—Edward L. is his father's partner, Alfred is in the mercantile business, Frederick is a printer and William is dead.

In 1872 Captain Gottschalk married again, his bride being Otilie Sewald, widow of A. Reipschlager. They have two children.

LANGE, WILLIAM B., a prominent South St. Louis man, who was cut off just at the outset of his usefulness, in January, 1894, before he had completed his twenty-sixth year, did a great deal to bring South St. Louis interests to the front during his brief but enterprising career as a real estate operator. He was the son of William C. and Matilda (Follenius) Lange, and was born in St. Louis, February 27, 1868. He received his elementary education in the public schools and then entered the celebrated University of Michigan, from which he graduated in the class of 1889.

On his return to St. Louis he was elected to the secretaryship of the Real Estate Exchange, and this was the beginning of his real estate career. He held the position only a short time,

however, as he was offered a situation as the salesman for the real estate firm of Terry & Scott, but he was soon convinced that only by entering business on his own account could he attain the success to which he aspired, and in September, 1890, he accordingly opened a real estate office in Carondelet, making insurance also a feature of his business.

Shortly before his death, the business was incorporated under the title of Carondelet Real Estate Company, with Mr. Lange as president.

He was a young man of remarkable business activity, and besides holding a membership in the Mercantile Club, was also a member of the Merchants' Exchange, and was a director of the Southern Commercial and Savings Bank. He was also honored by appointment to a membership on the Mullanphy Board in 1891, in which year he was also a candidate for the School Board.

Mr. Lange was married in December, 1889, to Miss Florence G., daughter of Mr. A. W. Alexander, of this city. His death occurred very suddenly in January, 1894.



WILLIAM B. LANGE.

GLENNY, JOHN, son of Samuel and Anna (Hilt) Glenny, was born in Lebanon, Ohio, March 6, 1827. Mr. Samuel Glenny was of Irish descent, and was born in New Jersey in the year 1804. Mrs. Glenny was born in New Jersey in the year 1801 of English parents. She is still living and is held in very high regard by an immense number of relatives and friends.

Mr. John Glenny's early days were spent in

the State of Ohio, and he was educated at the public schools of Lebanon, going through an entire course and graduating at the age of fifteen. Even at that very early age he developed strong mercantile instincts, and had been in business on his own account for four years when he attained his majority. His first commercial venture was in the slaughtering and pork packing business, in which he continued at Lebanon until he was twenty-two years of age, when he came to St. Louis, feeling that he had acquired sufficient knowledge of the business to conduct it in a metropolitan city with large distributing facilities.

In the year 1850 he established the firm of Mooney, Glenny & Company, in the north end of this city, the firm doing a very large business in pork and continuing without a change in the firm until 1855. In the latter year, Mr. Glenny disposed of his interest in the firm, and purchased the grocery establishment at the corner of Seventh and Olive, changing the business title of the house to Merry & Glenny. This firm continued business for fifteen years with great success, ranking among the leading grocery firms of the city all through the war.

In 1870 he devoted himself to the glass business, establishing the firm of Glenny Brothers, at 112 North Sixth street. The brothers introduced into the city new methods in the glass trade, and by handling an immense stock, and selling at exceedingly reasonable prices, they managed to build up one of the largest glass

establishments in the city. In the year 1884 it was deemed advisable to still further increase the capacity of the firm, and it was accordingly incorporated as the Glenny Brothers Glass Company, with a capital stock of \$50,000. Mr. John Glenny was elected president, Mr. S. H. Glenny, vice-president, and Mr. William A. Rutter, secretary. At the same time the firm moved to larger and more convenient premises at Nos. 217 and 219 South Sixth street, where the company now carries on an exceedingly large and profitable business in glass of every description, the firm making a specialty of window glass.

During his lifetime Mr. Glenny was regarded in the glass trade as one of the ablest and best informed men in the business, and he was highly respected by a large circle of friends. In addition to his success in business, Mr. Glenny has done yeoman service in St. Louis in behalf of a number of organizations and societies with which he was connected almost from boyhood.



JOHN GLENNY.

He was a very enthusiastic Mason, and was a member of the George Washington Lodge, No. 9, A. F. and A. M., from its organization until his death. For forty-four years he was an active member also of the Ancient Order of United Workmen, and was treasurer of the A. F. and A. M. Lodge for over twenty-five years. He was also a member of the St. Louis R. A. Chapter, No. 8, and of the Hiram Council, No. 1, of R. and S. Masters, as well as of the St. Louis Commandery, No. 1. For over thirty years he was treasurer of the commandery, and his attention

to the business of the order was productive of immense good to all connected with it. Mr. Glenny was a great believer in members of societies attending lodge meetings, and he had a record in one of his societies of not having missed a meeting for upwards of twenty years. Among other organizations designed for the benefit of non-capitalists, he was a member of the Garrison Mutual Building and Loan Association, and as president of that institution, succeeded in elevating it to a very high rank among building associations generally, the association being regarded as one of the soundest in the West.

He married in the year 1852 Miss Maretta W. Hall, daughter of Mr. John H. Hall, one of the pioneers of St. Louis, he having resided in the city since the year 1840. Mrs. Glenny died in the year 1866, leaving seven children—five boys and two girls. In 1868 Mr. Glenny married Mrs. Henrietta Friedenburgh, of St. Louis, and by his second marriage Mr. Glenny has one daughter, Clara Jessie G. Mr. Glenny's death occurred April 14, 1894, after having lived a life of singular fidelity to himself and exceptional usefulness to his fellow-man.

PIRIE, ANDREW HUDSON, son of James A. and Eliza H. (Hudson) Pirie, was born at Hartford, Connecticut, July 30, 1856. His parents moved to Milwaukee when he was quite young, Mr. Pirie being engaged in the banking and insurance business. Hudson received an education in a high-grade private school in Milwaukee, and made his start in life as a clerk in a grain and commission house. His next work was as traveling salesman, at which he achieved great success. In 1884 he came to St. Louis, and was appointed secretary and treasurer of the Garrison-Chappell-Pirie Paper Company. This corporation is now known as the St. Louis Paper Company, of which Mr. Pirie is still secretary and treasurer.

Mr. Pirie is a Republican in politics, and an active member of the St. Mark's Episcopal Church. He is a sound business man and has worked hard in the interests of the firm of which

he is a member, and which is now known throughout the West and Southwest as one of the most substantial paper houses in existence.

Mr. Pirie married in 1884 Miss Lillie Garrison, daughter of Mr. Oliver Garrison.

MCCORMICK, DAVID, was born on April 1, 1864, at Winchester, Virginia. His ancestry, both on the paternal and maternal side, is noteworthy as one pre-eminently distinguished. His father, Dr. William A. McCormick, was a native of Pennsylvania, yet in his youth he made Winchester, Virginia, his home. He was a graduate of Yale, receiving the degree of M.D., and also of the Philadelphia College of Dentistry. Among his classmates and companions was Governor Curtin, known as "Pennsylvania's War Governor." His health failing, he adopted the profession of dentistry, to which he devoted the greater part of his active life. At the time of his death, March 22, 1893, he was secretary and treasurer of the Winchester and Potomac Railroad Company, which position he had held for some years prior.

David McCormick's mother, Charlotte Foushée-Parker, was a native of Virginia. She was a direct descendant of the celebrated family of Parkers known as the Navy Parkers of England, and Earl of McInfield. Again, David McCormick is a great-grandson, on his maternal side, of Dr. William Foushée, of Richmond, Virginia, who, in his day, was widely known and ranked pre-eminent in the editorial field.

David McCormick received his primary education at the public schools of Winchester, Virginia. While engaged in the study of civil engineering, preparatory to entering the navy, he went to old Mexico, where he worked upon the Mexican National Railway, and while still a youth he was entrusted with the management of five thousand Mexicans and Indians employed upon this work.

Upon returning from his visit to Winchester, young McCormick located in the timber regions of Nado, which supplied the building, bridge and tie timbers for the southern end of the Mexican Central. Later he was engaged as



engineer on the Guadalajara, which is the Pacific division of the railroad; whereupon he was appointed engineer and superintendent for the contracting firm of Wieser & Friesch, building the heavy part of the main line of the Mexican Central over the Zacatecas Mountain, which connected the northern and southern branches of the road.

Young McCormick passed the winter of 1884 in the city of Mexico, and in the spring of the same year came out of Mexico on the first through train ever run from Mexico into the United States.

Having first passed a few months of recreation in Virginia, Baltimore, Kentucky, Washington and New York, successively, Brown-Howard & Company employed him on the building of the New York aqueduct, on which contract he was engaged during the year of 1885. Following this he was sent to Canada, there to look into some silver mining on the north shore of Lake Superior, in what is known as the Port Arthur region. In 1887, one year later, the contracting firm of Brown-Howard & Company, who were then constructing the Duluth, South Shore & Atlantic Railway, called him to the south shore of Lake Superior, there to act as engineer. The latter part of the year 1887 found him stationed at Kansas City, where he joined his three brothers, and under the firm name of the McCormick Construction Company they built the Eighth street tunnel for the elevated railway. He next superintended the construction of the Hiawatha water-works at

Hiawatha, Kansas. Upon the completion of this contract he entered a field somewhat new, yet entirely in keeping with his previous occupation. After having been in the employ of the paving contracting firm of A. J. McBean & Company, of Chicago, the well-known firm of J. B. Smith & Company of the same place allotted to him the entire management of their paving contracts in Kansas and Missouri, making Kansas City his headquarters. He continued in this position until the spring of 1891, when the

Barber Asphalt Paving Company placed him in charge of the agency of their corporation at St. Louis



DAVID MCCORMICK.

CHAPPELL, WINTHROP GILMAN, son of John T. and Mary E. (Johnson) Chappell, was born in St. Louis November 4, 1853. His father was a well-known St. Louisan and a member of the Chappell-Valle Company until the year 1875, when he died.

Young Chappell was educated at Wyman's Institute, and at the age of seventeen left school, and

was appointed shipping clerk with Snider & Holmes, then one of the leading paper houses of the West. His advance in the firm was rapid. He was promoted to be entry clerk after a few months' service, then served as city salesman and finally as head salesman.

In 1881 he left the employment of Snider & Holmes, and, associating himself with Mr. Garrison and Mr. Pirie, started the Garrison-Chappell-Pirie Paper Company, of which corporation he was appointed vice-president. Three years later his firm bought out the establishment of



Snider & Holmes, in which he had learned the business, and changed the name to the St. Louis Paper Company, Mr. Chappell continuing vice-president. The company has since bought the paper department of the St. Louis Type Foundry, and has now an enormous connection in the printing and newspaper trades west of the Mississippi Valley, with a large number of customers east of the big river.

Mr. Chappell married, in 1881, Miss Carrie Garrison, daughter of Mr. Oliver Garrison. He is a member of the Royal Arcanum, and also of the Grand Avenue Presbyterian Church. Although not yet forty years of age, Mr. Chappell's experience in business matters has been exceptionally large, and he is regarded with great esteem by his numerous acquaintances.

TEN BROEK, GERRIT H., the subject of this sketch, was born in St. Louis, and was educated in the common schools and the St. Louis High School. His father was Henry and his mother Gepke (Diekenga) Ten Broek. As will be seen by the names, he is of Dutch origin.

In 1880 he established the Ten Broek Agency, subsequently taking a course at the St. Louis Law School, and being admitted to practice in 1886. He has devoted himself principally to the mercantile branch of the law. Through the business of the Ten Broek Agency he became acquainted, either personally or by correspondence, with several thousand attorneys scattered all over this country and abroad. The idea of

uniting these correspondents into a regular organization occurred to him in 1886, and resulted in the formation of the Associated Law Offices, an organization of attorneys aiming to secure, by co-operation, interchange of information and employment of the same contracted correspondents, the highest efficiency in their respective collection departments.

Mr. Ten Broek has had the satisfaction of seeing this organization steadily grow in numbers and influence, and its value and efficiency ac-

knowledgeed by all who are identified with it. In 1885 Mr. Ten Broek established *The Mercantile Adjuster*, of which he is still the editor, and still holds the controlling interest. It is a monthly legal publication, issued from New York city, containing information of especial interest and value to credit men, collection managers and commercial lawyers. That there was a place for a magazine of this kind is proven by the rapid growth of its circulation, nearly 6,000 copies



GERRIT H. TEN BROEK.

being issued monthly, and circulating not only in the United States, but in every country in the world which holds commercial relations with this country.

While residing in St. Louis, Mr. Ten Broek has offices both in this city and New York city, his principal office being in St. Louis in the Turner Building, and his New York office in the Times Building, Park Row.

Mr. Ten Broek is a Republican in politics, but is not a partisan or a bigot. He was married in 1893 to Miss Frances Colby, of St. Louis,

and thus it can be said of him that he is a St. Louis man in every respect, having been born, educated and married in the city in which he has established such a high reputation as a lawyer and legal publisher.

FISSE, WILLIAM EDMUND, is one of the most prominent members of the St. Louis bar. His reputation for sterling integrity, as well as for oratory and legal tact, is of the highest, and like his partner, Mr. Chas. Claflin Allen, he enjoys the confidence and respect of the legal fraternity and of the mercantile community generally.

Mr. Fisse is a St. Louisian by birth, education and professional connections. His father, Mr. John H. Fisse, was for forty years a very prominent man in this city. He not only was very successful in his own affairs, but he showed great disinterestedness in his actions and devoted an immense amount of energy and ability to public matters. He was constantly importuned to represent the people in various capacities, and when he was prevailed upon to accept nominations, his record invariably justified the confidence, and excused the importunity of his constituents.

Mr. W. E. Fisse is not yet forty years of age, he having been born in St. Louis on August 20, 1857. Naturally a very bright boy, he made excellent progress in the public schools, and then took a very full course at Washington University, a seat of learning which has turned out so many of our best-known citizens. Having

determined to make his mark in the legal profession, Mr. Fisse entered the Cambridge (Massachusetts) Law School in 1880. Here he pursued his studies with praiseworthy assiduity, and on his return to St. Louis continued to read law and was finally admitted to the bar.

He did not have to wait long for clients, and very soon established himself as a safe and reliable attorney who gave to his clients' interests conscientious attention at every step. He is, as already mentioned, a member of the firm

of Allen & Fisse, the partnership dating from January, 1892.

Mr. Fisse has already commenced to follow in the footsteps of his father, and the service he has rendered to the public while on the School Board has been of a most valuable character. He has insisted on sound business principles actuating not only the policy of the board, but also its every act, and while not posing as a theoretical economist, he has opposed every attempted extravagance and



WILLIAM EDMUND FISSE.

irregularity, frequently with signal success.

In October, 1885, Mr. Fisse married Miss Margaret Dietrich.

MURPHY, DAVID, belongs to that class of those St. Louisians who have raised themselves to their present position by their own unaided efforts, and he is one of the public men and enterprising citizens of the metropolis. He was born in the artillery barracks at Woolwick, where his father, John Murphy, of Belfast, Ireland, was sergeant of artillery and librarian of

the officers' library. The latter died at Newark, New Jersey, in 1880; his mother, Ann (Mason) Murphy, preceded her husband, dying in 1877.

In 1842, when David was very young, his parents sought a new home in America. They located in the old town of Hartford, Connecticut, where the boy attended the public schools. Later, in 1844, they removed to New York City, and their son continued his studies in the public schools of that city. When he left the New York schools he went to Lawrenceville, New Jersey, and for three years worked on a farm. Concluding he was better fitted to some mechanical trade, he left the farm and went to Brooklyn, New York, where he worked for a short time at learning the gas-fitter's trade; but it seems that the young man could not easily make up his mind as to an avocation in life, for we find that he stayed in Brooklyn but a short time, and then went to Morrisania, New York, and began learning the carpenter trade, but was compelled by the stagnation of the building business to abandon his desires, and in 1853 he returned to New York City and secured work at driving a street car on the Third Avenue Railroad; but still pursued by a dissatisfaction with his surroundings, an unrest only through which the condition of mankind has been bettered, Mr. Murphy in 1855 left his Third avenue car and went to Mt. Pleasant, Iowa, and began work as a carpenter, pursuing this vocation successfully in the towns of Des Moines, Burlington and Keokuk until 1858, in which year he came to St. Louis and secured work on the Missouri Pacific Railway, then in process of extension. The next year he changed his location to Franklin county, this State, where he contrived to work at the carpenter trade. But he was ambitious to secure a better education, and in the fall of 1859 began attendance at school. The following summer he taught school, and was still teaching when the war broke out.

Mr. Murphy was one of the very first to respond to the patriotic call. April 20, 1861, he organized a company, which was one of the first bodies of men from the interior to reach St.

Louis, where the company became a part of Frank P. Blair's First Missouri Volunteer Infantry. At the battle of Wilson's Creek, August 1861, Mr. Murphy was severely wounded in the knee and was compelled to lie for some time in a hospital. When he had recovered, a vacancy was created especially for the purpose, and he was promoted to be captain of Battery F, First Missouri Light Artillery, Colonel James Totten, who succeeded Colonel F. P. Blair, and sent to Southwest Missouri, serving in that department during the year 1862, when he became connected with the Army of the Frontier. At the battle of Prairie Grove, which was fought December 7, 1862, such was the conspicuous efficiency of the battery commanded by Captain Murphy, that the latter was, at the special request of General F. J. Herron, elevated to the rank of major of said regiment. In the summer of 1863 he was chief of artillery under Major-General Herron at the siege of Vicksburg, and after the capitulation of the city returned to St. Louis, but in 1864 entered service again, enlisting as first lieutenant and adjutant of the Forty-seventh Missouri Infantry, Colonel Thos. C. Fletcher, stationed at Pilot Knob. He was assigned to command the artillery in Fort Davidson, and when Price with 12,000 men made his raid through Missouri, Lieutenant Murphy did gallant service in the work of repulsing him. Promotion is always certain to find such soldiers as Murphy, and he was soon made lieutenant-colonel, and colonel, successively, of the Fiftieth Missouri Infantry. As such he had command of the regiment and was inspector-general of the district of St. Louis.

On being mustered out, he returned to Franklin county, where he was appointed circuit attorney of the Ninth Judicial District, serving in that capacity until the summer of 1866, when he was made a special agent for Missouri of the post-office department, serving therein until the summer of 1869. In the spring of 1867 Colonel Murphy established the Franklin county *Observer*, which he edited and published until July, 1870, when he determined to devote his entire time and talents to the law as a profession, and





*David Murphy.*





therefore disposed of the *Observer*, and coming to St. Louis entered the St. Louis Law School. In 1871 he graduated, and has since devoted his attention to regular practice.

Colonel Murphy being a man of natural ability, it was to be expected that he would be called on to occupy public positions. Among such places, may be mentioned the presidency of the Mullanphy Relief Board, in which he served as a member from 1876 to 1881. In 1882 he was appointed circuit attorney of St. Louis, to serve during the disability of the incumbent. In the year 1884 he was nominated for the office of attorney-general for the State of Missouri by the Republican party, and made an active canvass of the State. The same compliment was bestowed upon him in 1892.

In February, 1863, Colonel Murphy was married to Miss Ellen F. Foss, of Maine, who died in the same year. In 1866 he was married to his present wife, Miss Mary Jane Bainbridge, of De Soto, Missouri.

She is a daughter of the late Colonel Allen Bainbridge, who during his life was a close friend and companion of General John A. Logan.

It will be seen that the career of Colonel Murphy has been a most active and varied one. As farmer boy, carpenter, street car driver, teacher, editor, soldier, lawyer and public official, through all changes, he has been governed by an ambition to rise, and has realized that only by doing the work before him well could he hope to merit success. That is the rule that he has applied through many changes; and that it

is a good one, is demonstrated by the measure of success he has earned. To-day, he is considered by the membership of the bar an able lawyer, stands high in the confidence of the people as a citizen, and as both soldier and civilian has certainly well earned the general esteem accorded him.

KERSHAW, J. MARTINE, is a native of St. Louis, and his parents were James M. and Margaret E. Kershaw. In the year 1642 there

arrived at the port of New Amsterdam (now New York) a Dutch Holland ship with a number of Huguenot refugees, who had escaped from France during the civil war and sought refuge in Holland. Among the number who arrived at the above named port was Jacques Lamartine du Carshaw, afterwards spelled Kershaw. He was the head of the Kershaw family. The father of the Doctor was a bank-note engraver, and had no superior in this or any other



J. MARTINE KERSHAW.

country. He was an artist in the fullest sense of the term. To show his skill he engraved the Lord's Prayer and the Ten Commandments on a steel plate the size of a gold dollar, a feat never accomplished by any other artist. He was a true artist and a lover of books. His associates were such men as Thomas H. Benton, James B. Eads, McDonald, the sculptor, and Meeker, the painter. He was one of the judges in the Art Department at the Fair Grounds for a number of years while the late Gerard B. Allen was president.

The Doctor comes from a family of lawyers and ministers, Bishop Provost, at one time rector of Trinity Church, New York, being a great-granduncle. His paternal grandfather was a Presbyterian minister. He owned a farm upon which more than one-half of the city of Brooklyn now stands. Being devoted to his calling as a divine, and knowing little of business matters, he allowed this property to slip through his hands, which would have made his heirs many times millionaires.

After receiving the training of excellent schools of his native place, Doctor Kershaw began the study of medicine as the private pupil of the renowned, but eccentric, surgeon, Professor Joseph Nash McDowell, at the old McDowell College, at the northwest corner of Eighth and Gratiot streets. After finishing the course with Surgeon McDowell, he entered the Homœopathic Medical College of Missouri as the private student of Professor E. C. Franklin, and from which institution he graduated in the early seventies. About this time he took a special course in practical anatomy with the now celebrated Doctor William Tod Helmuth, of New York. Doctor Kershaw, early in his career, began to devote himself to the study of diseases of the brain, spine and nervous system. For several years he lectured at the clinics for nervous diseases at the Homœopathic College of Missouri, and also at the Missouri School of Midwifery. For ten years Doctor Kershaw lectured on diseases of the brain and nervous system at the Homœopathic Medical College of Missouri, and is now professor of the practice of medicine in that institution, devoting all his lectures to diseases of the heart, lungs, liver and kidneys. He is also a member of the board of trustees and president of the college syndicate. Doctor Kershaw has written a great deal. He is the author of the several chapters on diseases of the brain and its membranes in Arndt's "System of Medicine," the best book on general medicine in the Homœopathic school. He has also written over fifty monographs on nervous diseases, among them being "The Relation of Brain Compression to Infantile Lock-jaw,"

"Treatment of Sick Headache," "Causes of Sudden Death after Sixty Years," "The Immediate Treatment of Apoplexy," "Auxiliary Measures in the Treatment of Congestion of the Brain," "The Treatment of One-sided Paralysis," "Epilepsy *versus* Crime." The Doctor's hobby is diagnosis. He has lately written an able article on this subject, entitled "The Value of a Medical Opinion." Several years ago Doctor Kershaw invented a heat-carrier, which he has used with success in the treatment of paralysis. He has also made an improved brace for the treatment of hunch-back—better known as Pott's disease of the spine. He was also the first surgeon to successfully use the collodion cap in the treatment of cerebral hernia.

Doctor Kershaw is a member of the American Institute of Homœopathy, the Western Academy of Homœopathy, the Missouri Institute of Homœopathy, the Hahnemann Club and the St. Louis Homœopathic Medical Society. Of this latter society he is now the president. He is an ex-president of the Missouri Institute of Homœopathy, and is an active worker in this and every other society and body of which he is a member.

He was married some years ago to Miss Katrine A. Dickson, a society lady, directly connected with several of the oldest and best-known families of Missouri. Mrs. C. Purdy Lindsley, of New Haven, and Mrs. William H. Stevenson, of St. Louis, are sisters of Mrs. Kershaw, while Mrs. Daniel Houser, Mrs. Charles H. Turner and Mrs. Douglas Cook are cousins. The late Mrs. Ellis Wainwright was also a first cousin of Mrs. Kershaw. The father of Mrs. Kershaw was a man of books, a student until the day he died, and celebrated as an engineer, inventor and scientific investigator. The Doctor's wife has one accomplishment—she is a model housekeeper. Every inch of her house, from the cellar to the store-room, is in as perfect order as the parlors of this well-kept and well-ordered household. Mrs. David T. Breck, of Ferguson, Missouri, is the only sister of Doctor Kershaw.

HAYNES, JOHN L., of the architectural firm of Barnett & Haynes, was born in St. Louis, March 1, 1861. His father, Thomas Haynes, was a native of England, while his mother was born in Ireland. They were married in England and shortly afterward came to America. Young John, when old enough, was sent to the public school in this city, continuing in attendance thereat until seventeen years of age.

He early developed a taste as well as a talent for drawing, and when he left school he started in with George I. Barnett, of Barnett & Taylor, to learn the architectural business, staying in this position until the members of the firm dissolved partnership. He then secured employment with Isaac Taylor, and for a term of ten years had charge of his office. This was a responsible position, but Mr. Haynes left it to accept an appointment in the city building commissioner's office. His appointment was for four years, but he served only one, resigning to form the present partnership with Mr. George D. Barnett.

The firm has been in existence upward of five years, and at the present time enjoys a reputation and patronage which entitles it to be considered one of the successful firms in its line in the West. Mr. Haynes personally is of suave and pleasing address, is an energetic worker and a thorough business man.

He was married this year, March 17, 1894, to Miss Harriet L. Helery, daughter of Henry Helery, deceased.



JOHN L. HAYNES.

PIKE, SHERMAN B.—One who in the future must be rated as a pioneer in St. Louis in the development of electricity, that great motive power which is to revolutionize the world, is Sherman B. Pike, at the present time secretary and treasurer of both the Missouri Electric Light and Power Company and the Wagner Electric Manufacturing Company, of this city.

Mr. Pike is a native of St. Louis, where he was born in January, 1853, his parents being E. C. and Harriet A. (Williams) Pike. He acquired his education at the City University, of St. Louis, of which Edward Wyman was then principal, and at the renowned Episcopal Institute, located at Burlington, Vermont.

He adopted mercantile pursuits after leaving school, but finally became engaged in the operation of the Excelsior electric plant, at 211 Locust street, where he continued until the organization of the Missouri Electric Light and Power Company, in 1889. He was one

of the active movers in its organization and was made general manager, which place he held until made secretary and treasurer. He is considered one of the best posted electricians in the city.

MERRYMAN, JOHN FRANK, son of Joseph E. and Harriet (Gabriel) Merryman, was born at Mount Vernon, Kentucky, September 14, 1854. His mother died in the year 1856, and his father moved the same year to Missouri. John Frank was educated in the public schools and attended



the University of Missouri at Columbia during the years 1869 and 1870. He then entered Bethany College, West Virginia, where he graduated in 1873, in the class in which Champ Clark was first honors man. Continuing his education Mr. Merryman attended St. Louis Law School in 1874, and having graduated was admitted to the bar in St. Louis in 1875, and at once commenced the practice of law.

His career at the bar has been a singularly successful one. Mr. Merryman's legal education is second to that of no man in the State, and he yields to none in points of assiduity and loyalty to the interests of his clients. He was elected a member of the State Legislature in the year 1880 as a Democrat, Mr. Charles Claflin Allen going from the same district as a Republican. He served in the Thirty-first General Assembly with great success, making an excellent record and bringing to bear an unlimited amount of common sense in the deliberations of the legislators. As a law-maker Mr. Merryman has few equals and still fewer superiors, and the impress he left on the statute-book of the State will bear record to his ability long after he has ceased his career. He also rendered a good account of himself in the called session of 1882, and then retiring from active political life settled down to the steady practice of law. During the last ten years he has built up a practice at once remunerative and honorable. He represents some of the oldest and best families in St. Louis, as well as some of the wealthiest corporations.

He married in February, 1886, Miss Mary P. Johnson, daughter of Governor Charles P. Johnson. He has two bright, intelligent children—Elvira and Frank Johnson.

EAMES, WILLIAM S., was born August 4, 1857, at Clinton, Lenawee county, Michigan. His parents, William H. and Laura M. (Scofield) Eames, moved to St. Louis in 1863. He was educated in the public schools of this city, and in Washington University, graduating from that institution in the class of 1878.

Having decided to adopt the profession of architecture, Mr. Eames worked as a draughts-

man in local offices for three years, and in 1881 went to Europe in the pursuit of his studies, making a complete tour of the continent before returning to America. Shortly after his return he was appointed deputy commissioner of public buildings, which position he held up to the year 1886, when he formed a partnership with Mr. Thomas C. Young, under the firm name of Eames & Young, which is still in existence and is regarded as one of the leading architectural firms in this city.

Although one of the youngest architects in St. Louis, Mr. Eames had conferred upon him the distinction of being made first president of the St. Louis chapter of the American Institute of Architects, and for the last three years has been a director of the National Institute.

The firm has enjoyed one of the largest and best practices in the city, and has designed many of the finest residences and large business blocks of St. Louis.

While Mr. Eames is devoted to his profession, and actively identified with its advancement, he devotes considerable time to the study of social and economic questions, and is fond of general literature, seeking in books diversion from his professional cares. His name will certainly be associated with the greater part of all large improvements of St. Louis in the future.

LEWIS, MARTROM D., the expert and authority on probate law, was born in St. Louis county, August 17, 1836. His father was a native of Virginia, of excellent family and a land owner and farmer. Like so many Virginians and their Kentucky cousins, a bold, aggressive and daring spirit, of the kind which sustained all the pioneers, explorers and leaders of men, were qualities of marked prominence in his character and no doubt impelled him to become a pioneer of the then unknown western wilderness. Certain it is that he has a clear title as one of the earliest pioneers of agriculture west of the Mississippi; for he came to St. Louis in 1795, when the place was a wilderness-surrounded trading post of scarcely more than two hundred inhabitants. The senior Lewis' eldest sister married



*W. J. Eames.*



General Daniel Morgan Boone, eldest son of Daniel Boone, and Mr. Lewis was a friend of and frequently visited the old Indian fighter at his cabin in St. Charles county. Martrom D. Lewis' mother was, before marriage, Elizabeth Darby, and she was a native of North Carolina.

The subject of the biography here given received a good common school education at the schools near his home, and when sufficiently educated came to the city to study law, entering the office of an elder brother, Augustus W., who was already established here in the practice of that profession. It was in his office that the younger brother qualified himself for admission to the bar, and when his brother Augustus W. died in 1859, he succeeded to his business. In 1860 he took up the practice of probate law as a specialty, and soon his patronage consisted almost wholly of that line of business, his extended knowledge of which soon entitled him to be rated as an authority thereon.

His ability as a probate lawyer received an official recognition during the administration of Governor Silas Woodson. When Henry Gambs, as public administrator, became a defaulter, the governor appointed Mr. Lewis his successor, and four days later he qualified, giving a bond of \$300,000. On the expiration of his term in 1876 he became a candidate for the office on the Democratic ticket, and the people indorsed the governor's selection of an incumbent for the unexpired term of Gambs by giving him an election to a full term by 3,000 majority. Owing to the adoption

of the scheme and charter, he was compelled to go before the people again the next spring and received another handsome indorsement.

With so much skill and ability did he administer the office, that in 1878 he was elected without opposition, and altogether was appointed and elected to the office five times, at his last election receiving 62,000 votes. At the expiration of his last term in 1884, he could have had the office again without the asking, but he was then in bad health and accordingly refused to

become a candidate, going on a visit to California instead. During his term of public service and private practice he is said to have handled and settled more estates than any other administrator in the United States.

On December 2, 1862, Judge Lewis was married to Susan, the only daughter of Judge Peregrine Tippet. Six children have been born to the couple, but only one, Mary Margaret, is living. An overwhelming affliction befell

Judge and Mrs. Lewis in 1869, when they buried four of their little ones within eight days. The fifth child, a daughter, died in 1887.

Mention has already been made of how Mr. Lewis stepped into the breach on the occasion of a defalcation by a public official. Still more recently he has been called upon in a somewhat similar and even more serious contingency. When it was discovered that there was a shortage in the accounts of City Treasurer Foerstel, Acting Mayor Walbridge secured the services of one of the city's leading bankers to straighten



MARTROM D. LEWIS.



out the books, and when this had been done Mr. Lewis was elected to fill out Mr. Foerstel's unexpired term. That so reliable a financier had accepted the position led to a general feeling of relief, and no further anxiety was felt. Mr. Lewis restored the office to its proper condition. It was generally understood that he could have the position for another term, but he preferred to retire, and did so in the spring of 1893.

QUERL, CHARLES F., son of Charles and Amalia (Ostman) Querl, was born October 12, 1840, in St. Louis. He attended a private school until fourteen years of age, when he secured employment in a drug store, where he remained for two years, but finding the work too confining and tedious for a young man of his aspirations, he quit and after taking a business course in the Jones Commercial College he secured a position as clerk in the lumber business of Mr. Alexander Riddle. This was in 1857, and Mr. Querl remained in his employ until 1860, when, being at that time well acquainted with the details of the lumber business, he secured a position as book-keeper with Bryan & Brothers.

He retained this position until 1864, when, a change taking place in the firm organization, Mr. Querl purchased an interest in the business and became a partner of Mr. Wilkinson Bryan. In 1868 Messrs. Schnelle and Querl bought out Mr. Wilkinson Bryan and conducted the business at the corner of Eighth and Mullanphy

streets until 1871, when they removed to Main and Destrehan streets, owing to the pressure of business, and the concern was incorporated in 1881 as the Schnelle & Querl Lumber Company, Mr. Schnelle having been associated with him in business for some years.

Mr. Querl was elected treasurer of the firm, and the two young men at the head of the business rapidly doubling the output, it was found necessary to select a more convenient and roomy yard, which was finally secured on the corner of

Main and Angelica streets, where the company continues to do business of great magnitude and vast extent. The company ships out a large quantity of material in addition to its very satisfactory local connection.

In November, 1865, he was married to Miss Annie S. Behrens, sister of the late Charles W. Behrens, a prominent lumber merchant of St. Louis. Mr. and Mrs. Querl celebrated their silver wedding in 1890, when they received



CHARLES F. QUERL.

the congratulations of a host of friends. They have had eight children—three boys and five girls, of whom there are now living one boy and three girls, Willie H., Lydia M., Julia M., and Laura A. Mr. Querl is now in the prime of manhood.

PETERSEN, LAURITZ, son of Lauritz and Anne (Moschuns) Petersen, was born in the town of Gram, in the northeast of Schleswig, in the year 1852. At that time the Provinces of Schleswig and Holstein were a portion of the Kingdom of

Denmark, and Lauritz was educated in a Danish school in his native city, remaining there until he was fifteen years of age. He was then apprenticed to a cabinet maker in Harderleben, a large city on the east coast of Schleswig. In Denmark a term of apprenticeship and a very thorough mastery of every little detail are the rule, and young Petersen was bound for five years, at the end of which time he received his indentures as a first-class journeyman. He worked at this trade for another year, and then on attaining his majority he came to America.

He settled in Chicago, and being an exceptionally able workman, experienced no difficulty in finding lucrative employment, but in 1874 he recognized the fact that St. Louis offered the best opportunity for an energetic, competent mechanic, and he accordingly came to the city which now regards him as one of its leading business men. For nine years he worked at cabinet making and in a planing mill, saving a large percentage of his earnings.

He was now thirty years of age, and finding that his means permitted such a course, he started in the mill business on his own account on Dakota street. These premises he leased for two years, and by the time his lease had run out he had established a splendid connection, and found his orders getting ahead of him. The next advancement in his progressive career was the purchase of a lot on the southeast corner of Lyon and Lynch streets, upon which he built a commodious brick factory, better adapted to the

requirements of his rapidly increasing business. The following year he secured the adjoining lot, upon which he erected an elegant modern brick residence, replete with every convenience.

Five years later his factory proved as inadequate for his business as his leased premises had done. He was compelled to build an addition and add a second story, making his factory an exceptionally large one, with a floor-space on each story of 85x110 feet. In addition to this his two-story warehouse gave him a floor-space of 75x30 feet, and equipped with the latest improved machinery for mill work, he found himself able to transact an enormous business.

In 1889 Mr. Petersen purchased the vacant lot opposite his factory, 86x100 feet, and opened a large lumber yard upon it, his idea being to keep a large stock always on hand for his own business. Success again crowned his efforts, and in 1891 he was compelled to start another lumber yard.

He purchased a lot

on the corner of Third and Lynch, 190x75 feet, for this purpose, and is now as well equipped for business as any man in the West. His latest real estate purchased is a lot 103x360 feet on Magnolia and Vandeventer avenue, upon which he proposes to erect a magnificent residence without delay, and to thus increase the obligations of the city to a man whose enterprise has been phenomenal.

In May, 1877, Mr. Petersen married Miss Othilde Quaade. He has six fine healthy children—three boys and three girls.



LAURITZ PETERSEN.

LINDSLEY, DECOURCEY BRADLEY, M.D., D.D.S., is a skillful and popular young dental surgeon, located at 3514 Lucas avenue. The Doctor is a native of St. Louis, and was born May 26, 1867, and is therefore at this date twenty-seven years of age. He is the son of Fanny (Anderson) and the late DeCoursey B. Lindsley, the latter for a term of many years one of the city's most prosperous wholesale shoe merchants.

The young Doctor was educated at Smith's Academy, and immediately after graduation became a student at the St. Louis Medical College. He graduated therefrom in the class of 1887. For one year subsequently he studied the more practiced details of the medical profession as an assistant within the wards of Mullanphy Hospital. He had resolved to fit himself for the dental surgery branch of the medical profession, and therefore on leaving the hospital, matriculated at the Missouri Dental College.

After his graduation in 1889 he began practice, and already has attracted to himself a clientele composed of the better element of the community.

He stands well among his professional brethren, and they have honored him by an election to the presidency of the St. Louis Dental Society; he is also president of the Missouri State Dental Association.

CAMPBELL, LEWIS, son of Lewis H. and Mary (Scott) Campbell, was born in Albany,

New York, January 18, 1848. He received a common school education in Sparta, Illinois, whither his parents had moved while he was a boy, and he subsequently spent a year and a half in the State University, at Champaign, Illinois. His education being completed, he entered into various commercial occupations, including teaching school for two years, and finally entered into the employment of Doctor McLean, of St. Louis, as general office clerk.

Doctor McLean had the reputation of what is sometimes called "sizing up" a man very rapidly, and before Mr. Campbell had been in the Doctor's employ a month, he had recognized in him qualities of great value. Few men were so ready to recognize talent and reward faithfulness as the Doctor, and when he saw that his first impressions erred only on the side of moderation, he placed unlimited confidence in him and soon regarded him as his right-hand man. Under the Doctor's supervision Mr.



DECOURCEY B. LINDSLEY.

Campbell became thoroughly conversant with the details of the vast business conducted, and at the time of the Doctor's death he was not only cashier, but was also in practical control of a large amount of the details in connection with the establishment. At the death of Doctor McLean, the business was incorporated and Mr. Campbell, who had been named as executor in his late employer's will, was made president of the company, a position he has filled since to the unlimited satisfaction of the stockholders and patrons.



Mr. Campbell is an excellent organizer and an exceptionally fine manager, grasping the points of a difficult situation with great rapidity, and deciding upon a course of action while many men would have been still worrying over details. He has largely increased the volume of business transacted by the firm, and by his able management and untiring energy has well filled the void caused by the death of the founder of the business.

As administrator of the Doctor's will, his efforts have been untiring, and the Doctor's family look upon Mr. Campbell as a dear friend as well as a splendid business man. His career through life has been a most creditable one. He started in without any special advantages except an enterprising and energetic disposition and the possession of marked talent, and it is only by the exercise of this and by his unswerving loyalty that he has been able to rise in the world with such remarkable rapidity. He served for one year during the war in the Eightieth Illinois regiment, being one of the very young men who enlisted in the West.

He was married in 1872 to Miss Mary Gorsuch, of Sparta, Illinois, and has one child, Frank D. McLean.

MALIN, JAMES D., son of Ira N. and Elizabeth J. (Dalmazzo) Malin, was born in Vevay, Indiana, in 1839. His father was a steamboat man, away from home a great deal, and James was educated at the public school of his native

town, and giving great attention to his studies had acquired a good education by the time he was sixteen. He then left school and moved to LaGrange, Missouri, where he secured a position as book-keeper for J. M. Cashman, general merchant. He remained with this house for two years, and then secured a more lucrative position as clerk on a Mississippi steamboat. He had a lengthy career of the river, and in the year 1866 was clerk on the steamer *Missouri* at the time of the explosion. In 1868 Mr. Malin

resumed work on the shore, and in partnership with his father started a wholesale liquor house at Quincy, Illinois. In 1869 it was decided to move to St. Louis, in order that the rapidly increasing trade could be conducted from a more central point.

For four years the partnership prospered in St. Louis, but in 1873 Mr. Ira Malin died, and Mr. J. D. Malin continued the business with Mr. John Fowler as his partner.

He continued a partner in the firm until 1890, when Mr. J. D. Malin purchased his interest and became sole proprietor of the establishment. Mr. Malin himself occupies a very honorable position in St. Louis commercial and social circles. He is a Mason and Past Master of the George Washington Lodge, No. 9. He is also a member of the Mercantile and St. Louis Jockey clubs, and also of the Grand Pass Shooting Club.

Mr. Malin married in 1862 Miss Belle L. Owsley, of Marion county, Missouri. They have six children living.



JAMES D. MALIN.



LEBRECHT, JOHN CHARLES, was born in St. Louis on July 28, 1859, his parents being Dr. John and Louisa (Ludwig) Lebrecht. After receiving a classical education in the St. Louis University, he graduated from the St. Louis Medical College in 1882 and immediately entered upon the practice of the medical profession, for which his natural taste and training had fitted him. He also followed in the footsteps of his grandfather, his father, and his uncle (Dr. Charles V. F. Ludwig), each of whom had established an enviable reputation in the same calling; and it would certainly appear as though the subject of this sketch had inherited professional ability from both branches of the ancestral tree.

Dr. John Lebrecht, the father of the physician who is now so popular in St. Louis, died December 4, 1865. He had been surgeon in the army, and was the first curator of the O'Fallon Dispensary, and assistant to Professor Pope.

On October 21, 1884, Dr. J. C. Lebrecht married Miss Matilda Cornet, the charming daughter of Henry Cornet, the retired wholesale merchant, and one of the prominent vocalists of St. Louis. The Doctor is a member of the St. Louis Medical and the Mississippi Valley Medical societies, as well as of the Ancient Order of United Workmen, Knights of Pythias, Treubund, Turners, and several singing societies. In politics he is a Republican from principle, and has always been prominently identified with the interests of his party.

Although kept very busy by a large and ever increasing practice, he nevertheless finds time to spend a week or two each fall amongst the wilds of Arkansas or Southeast Missouri, where he recuperates himself by hunting and fishing.

The Doctor is at present located at 1401 Olive street, and has latterly devoted special attention to diseases of women and children. In this specialty he is regarded as one of the safest and most reliable practitioners in the West.

LANGENBERG, FREDERICK J., son of Casper H. and Elizabeth (Koch) Langenberg, who came to this country from Germany in 1835, was

born in Gasconade county, Missouri, July 31, 1851. His early education he received at home, and he subsequently attended Bryant & Stratton's College, in St. Louis.

His first introduction to commercial life was unfortunate, for, six months after securing a position in the Eagle Woolen Mills, the firm failed. Young Langenberg was then seventeen years of age, and he returned to college for a few months' additional training. He then secured employment in the establishment of Gauss, Hunicke & Company, now the Gauss-Shelton Hat Company, of which well-known corporation he is now secretary. Like many of St. Louis' merchant princes, he commenced at the bottom of the ladder, his first work for the firm, of which he is now a member, being in the capacity of an errand-boy.

His employers soon saw that he was capable of much better work than parcel-carrying and message-delivering, and when he was assigned to more responsible duties he responded so promptly and ably that his promotion was rapid. In 1882 his value to the firm had become so great that he was admitted into partnership. Three years later he was appointed secretary, and he has held the position ever since. Upon him naturally falls much of the routine work of the large establishment, while all financial matters are entirely in his hands. His abilities as manager as well as hustler are marked, and he is as hard-working and faithful now as ever.

Mr. Langenberg is a member of the North Presbyterian Church, of which he is also a trustee. Having successfully solved the problem of how to make one's way in the world without any financial backing in youth, he is the first to assist and advise others who are making the struggle and finding out the secrets. He is a warm friend of the young employes of his house, and occupies a very honorable position in society.

He married in 1875 Miss Annie Ten Broek, and has had five children, four of whom are living. These are: Edna A., Roy T., Grace and Lois. Another daughter, Bessie, died November 1, 1891.





CRONE, CHRISTOPHER, was born in Germany in 1816, and came to this country when twenty years of age, settling in St. Louis in the memorable year of 1849, during the time of the great flood and ravage of the Asiatic cholera. Mr. Crone started a small grocery store on Second between Olive and Locust streets, which he continued until 1850, when, in partnership with Mr. William Herbkesmann, he opened up a large grocery store on North Broadway near Mallineck-rodt street. This proved a great financial success, and was continued until the death of Mr. Herbkesmann.

Mr. Crone then opened a new and much larger store on Broadway near Salisbury street, which he carried on as a first-class family grocery, in both fancy and staple groceries, and enjoyed the finest trade at that time in North St. Louis. In about the year 1857 he transferred his grocery business to Charles and Herman Obrock, two faithful employes, and entered the omnibus business, organizing the firm of Crone, Derrmon & Company, running busses from Salisbury to Olive streets. He continued this work until the busses became absorbed by the Broadway line of street cars.

Being a man of push and enterprise, he saw that some one should move in public affairs to make St. Louis a metropolitan city. So he urged the city fathers to do something towards making and keeping up a few public parks in the city, which they did, and Mr. Crone was appointed park commissioner, and immediately

took hold of Hyde Park and had it so improved and beautified in a few years that it gained a national reputation as one of the finest parks in America.

In 1868, when the Bremen Savings Bank was organized, Mr. Crone was one of its incorporators and directors, and became president upon the death of Mr. Marshall Brotherton, who was its first president.

About the year 1857 Mr. Crone, together with Archibald Carr and others, under City Ordinance No. 3779, approved January 29, 1857, organized and established the Maguire Market on North Broadway, in what was known as the old Tenth Ward.

Mr. Crone always was a devoted christian and church man, and in about 1867 he, with the assistance of the Rev. Frederick Kopf, had a new church built in Newhouse Addition for the German Evangelical congregation. Mr. Crone donating the grounds upon which the church was built and still stands.



CHRISTOPHER CRONE.

Mr. Crone was looked upon by his fellow-citizens as a clear-headed and careful man, and could have had any office in the gift of the people, but would never mingle in politics, yet was ready at all times with his money and influence to push any public enterprise for the benefit of St. Louis.

Mr. Crone belonged to the I. O. O. F., and was one of the oldest members when founded. He held every office of trust in the order to which he belonged, and was well respected. He was a member of the American Protestant Association.



ROHAN, PHILIP, is a native of Ireland, but was brought to America by his parents when two years old. He was born in County Kilkenny, February 16, 1847, and is therefore yet in the strength of a vigorous manhood. He is the son of James and Annie (Walton) Rohan, his father being a freeholder of Ireland. On coming to America the Rohans at once located in St. Louis, and here Philip, when he was old enough, attended the public school. From this school he was entered at the High School, and here he pursued his studies until the school was closed through the lack of funds caused by the war then in progress. His schooling being thus abruptly terminated, he at the age of thirteen was apprenticed to the firm of Wm. H. Card & Company, boiler makers.

In 1867 W. H. Card, the head of this business, died, and this necessitated a change in the firm, which became Allison & Rohan, Philip's elder brother, John, becoming the junior partner. In the meantime Philip had become the foreman of the shops. In 1874 on the retirement of Mr. Allison, Philip and Michael Rohan became partners, the three brothers becoming equal owners. In 1880 the rapidly increasing expansion of the business made incorporation desirable, and of the new company thus instituted Philip Rohan became the secretary and treasurer, an office he yet holds.

Rohan Brothers send boilers into every State in the Union. Nor is the trade of the company confined to the United States. As an instance

of the firm's reputation abroad and its standing among competitors at home, the action of the Russian Secretary of War might be cited. When there was chance of war between Russia and Great Britain over the Afghan frontier in 1885, an emissary of the Russian Secretary of War visited America to purchase vessels and armaments, and awarded his largest order for machinery equipment of vessels to the Rohan Brothers.

Mr. Rohan's popularity has caused his friends to lead him into politics to some extent. In 1887 he was elected to the City Council, and served four years in the upper house of that body, to the great benefit of his constituents. In 1889 he was nominated for sheriff on the Democratic ticket, and although he made a noble race the odds against him were too great. His great popularity was shown by the fact that in this campaign he ran 3,000 votes ahead of the next highest man on the ticket.



PHILIP ROHAN.

Mr. Rohan is an active member of the Mercantile Club, as well as a leading worker in the Boiler Workers' Association of the United States and Canada. At the meeting of the association in New York in 1888, he was elected vice-president of that body.

In 1871 he was married to Miss Celestine Bouderdau, a lady of French descent, a native of Thibadeauxville, Louisiana. Mr. and Mrs. Rohan have one child, James, a bright and promising young man who is now attending college at Munich, Germany.

SWASEY, W. ALBERT, son of John B. and Hettie H. (Jewett) Swasey, was born in Melbourne, Australia, October 11, 1863. That he is an Australian by birth is due to the coincidence of a trip to the island continent by his parents, the father having business to see to in that quarter of the globe. Both his parents are natives of Newburyport, Massachusetts, and are direct descendants from the first settlers, and the name of Swasey is familiar among the sons of those who fought in the Revolutionary war.

Mr. Swasey's education, after his primary teaching, began in a military boarding school in Paris, France, and continued there until the age of fourteen, when he entered the Boston Latin School, and after graduating there took the full architectural course at the Institute of Technology in Boston, graduating with honors in the year 1882. Since that year he has studied his profession in the best New York and Chicago offices, and abroad. In 1885,

attracted by the building boom which seemed to be setting in at St. Louis, with a demand for the higher class of architectural work, Mr. Swasey came to the city and entered into partnership with Mr. Chas. K. Ramsey, the firm, Ramsey & Swasey, existing for two years. On its dissolution Mr. Swasey continued architectural practice alone, and during the last seven years has earned a reputation for which many professional men have labored a quarter of a century in vain, his position, professionally, being at the top.



W. ALBERT SWASEY.

Mr. Swasey prefers residences and club buildings to other work, though he has built many fine churches, apartment houses and hotels. Among his finest residences maybe mentioned those of Mr. Sam'l M. Kennard and W. K. Bixby in Portland place, and J. C. Van Blarcom's at the corner of King's Highway and Westmoreland place. The Pastime Athletic Club will always ably represent his ability in working out complicated requirements to a successful result. That he has merited and received a reward for

this creation is shown in the commissions he has received for three other athletic club houses in various parts of the country, wholly because of the Pastime building.

During the last two years of his practice, Mr. Swasey has shown a decided preference for colonial work, and the best examples of this style in the city are to be found in his designs and in the residences of Mr. O. H. Peckham, Clinton Rowell, W. C. McCreery, George W. Niedringhaus,

W. B. Dean, F. W. Woodworth, J. S. Fullerton, A. H. Pirie, C. E. Barney, C. A. Young, L. E. Collins, Dr. J. G. Comstock, G. T. Riddle, R. R. Hutchinson, W. G. Chappell, D. C. Nugent, J. L. Glover, and many others, where he has been so successful that the residences above mentioned will always be a source of pleasure and pride to their owners as well as the people of St. Louis.

Mr. Swasey married in October, 1890, Miss Irene McNeal, of Tennessee. He has one son, McNeal, and one daughter, Irene Swasey.

SWIFT, WILLIAM HENRY, a man truly representative of the American spirit and of the West, was born in Cayuga county, New York, March 27, 1832. As his father, Joseph P. Swift, was sheriff of the county, an intimate personal friend of Millard Fillmore, Judge Conklin and other Whig leaders of the State, it may readily be understood that the eminence the subject of this sketch has attained in politics and civic affairs was due almost as much to an inherited tendency in this direction as to the operation of environment upon his character. His robust Americanism, amounting almost to a passion, is accounted for by the fact that his paternal ancestors came to this country in 1644, and landed at Cape Cod, while his maternal ancestors, the Stodards, reached the land of liberty early in the seventeenth century. With the early history of St. Louis the ancestors of Mr. Swift were conspicuously identified, a Major Amos Stodard, his mother's uncle, having been in command of the post of St. Louis when the Territory of Louisiana was ceded, not without regret upon the part of the Corsican, to the United States.

Mr. Swift's schooling was not of that exhaustive character that as often impedes as promotes intellectual development. His attendance at the public schools was of brief duration, for in early life the glamour around the newspaper profession, its opportunities for practical education, its putting one in touch direct with the whole world, attracted him, and serving an apprenticeship in the office of the *Auburn Advertiser*, published at Auburn, New York, learned at the case the wisdom of the world, and gathered an education in which theory was subordinated to practice. Having mastered "the art preservative" he, like all the sons of Faust and Gutenberg, had his *wanderjahre*, and it was a long one. He set type in all the cities of the East and South, and earned a handsome livelihood while seeing his country taking its first great forward strides, and studying the forces that were later to precipitate the cataclysm of '61 to '65. In the year 1850 he found himself in St. Louis, then in its first golden age, revel-

ing in the wealth that came to it by reason of the passage through it of the wonderful caravans of the Argonauts in search of another golden fleece. He set type on all the larger papers and, by reason of his skill, was made foreman of the *State Journal*, in which venture he also acquired an interest. The paper for some years lived to "fill a long-felt want," but finally succumbed, published its Dying Swan editorial and filled an untimely grave.

Abandoning the "case" and "stick," Mr. Swift took up the pencil, and he is next found as city editor of the *St. Louis Dispatch*, where, within a very short time his executive skill, his ability as a writer, and his sagacity in public affairs, raised him to the supreme position of editor-in-chief. The spirit of unrest that marked the old-time journalist was strong in him, and the next step in his career was the acceptance of the control of the commercial and financial departments on the *Republican*, which has since been changed into the *St. Louis Republic*.

After the four years of particularly striking work, and the demonstration of a strong journalistic instinct, joined with a strong character, Mr. Swift came to the same conclusion as the eminent Frenchman who said, "Journalism leads to anything, if one quits it in time." He was personally known to every business man in St. Louis, and to every politician and statesman in city and State. He was popular, and when he let it be known that he would like to be clerk of the City Council, the office immediately got out and gave the man such a lively chase that it caught up with him. He held the place for two years, as that place was never held before nor since. He was an official whose forte seemed to be omniscience. He was the parliamentary arbiter, the legal adviser, the strategist, the genius of the body, and the political skill he had inherited from his ancestors, as well as the marvelous judgment of human nature he had acquired in his journeyman travels, made him first an indispensable subordinate, and then a leader of wonderful astuteness. He was not turned from his purpose to win a fortune by his political successes, and, an opportunity present-





W H Swift





ing itself, he entered into partnership with Jeremiah Fruin, a prominent contractor, who was soon made aware of the fact that he had secured an associate invaluable in the securing of immense contracts and in the manipulation, without friction, of an army of employes not always the most tractable.

After some years the partners in the contracting business, Messrs. Fruin, Bambrick and Swift, formed a corporation, under the title: "The Fruin-Bambrick Construction Company," of which Mr. Swift is now president, and which is known all over the United States as a concern whose financial solidity is only part of its fame, for its undertakings are always carried out in good faith and to the satisfaction of all with whom it has dealings. In politics, as well as in business, Mr. Swift has an enviable reputation for square dealing. He has never been identified with the disreputable features of political machinations, and his code of ethics has made him respected, even by representatives of disreputable politics, whose more glaring and meretricious successes may have, from time to time, eclipsed the steady and clean brilliancy of his methods. He has always been faithful to his friends, and as magnanimous as consistency will admit of to his foes. In social life he is a man welcome in all companies wherein intelligence is an indispensable attribute of agreeability. His literary skill and his experience in the world make him a charming companion. His wit is nimble and his humor kindly. In all the minor offices of life he is a man of deep and broad sympathy. He holds his wealth, without Quixotism, in trust for the less fortunate of his fellows, and his hand has a cunning in charity that evades the gaze of the world in its operations. In his domestic relations Mr. Swift is one of the happiest of men. Surrounded by a family that loves him, he is passing the evening of his days in a manner that demonstrates the uprightness of his life, and that he has earned a green old age. His son, Roswell B. Swift, is an eminently successful young business man, and reproduces in his character all the strong, as well as the kindly, traits of his father.

MEIER, ERNEST FREDERICK WILLIAM, began his business career in St. Louis as a clerk in a retail grocery; to-day he is the proprietor of one of the largest wholesale glass and queensware houses in the West, and this briefly tells his business success. He is the son of Frederick and Sophia Meier, and was born November 13, 1831, in the Province of Westphalia, Prussia. His native place had excellent schools, and to these young Ernest was sent until his eighteenth year, in which he came to find a new home in America, and locating in St. Louis, as before stated, secured a position as clerk in a retail grocery. Subsequently he was employed as a salesman, both in wholesale and retail clothing stores, and thus gained considerable knowledge of that business. He was both industrious and economical, and eight years after he reached St. Louis his integrity and industry had so far gained him confidence of certain business men that he was enabled to embark in business for himself. Securing a partner in the person of Mr. Westermann, he opened a glass and queensware store, under the firm name of Westermann & Meier. The business constantly expanded, until 1884, when Mr. Westermann retired. Mr. Meier assumed the entire control. The business in the meantime had grown to such proportions that more extensive quarters were made necessary, and the stock was accordingly removed to the premises at 511 and 513 North Main street, where he now carries forward a wholesale glass and queensware business on a very large scale, doing more business, perhaps, than any similar house in the West, its wares being known to the farthest trade limits of St. Louis.

It is not in the business world alone that he is highly esteemed; his reputation as a man of character, distinguished by the soundest principles, is general. Mr. Meier has done his city valuable service in an official capacity, doing such work as a duty, not as a step to subserve self-interest or to gratify a personal ambition. Moved by these impulses, he became a candidate for the House of Delegates during the administration of Mayor Ewing, ably representing the Eleventh Ward, then known as the Twenty-first.

He made such an excellent delegate, that subsequent to the expiration of his first term he was elected to the Upper House. His course in office was marked by conservatism, and no consideration whatever could sway him from a course he knew to be right. Every question on which he was called to act met from him the fullest investigation. He was both able and fearless, and never allowed political prejudice to interfere with his judgment in his consideration of public matters. Few men of strong character and pronounced views on almost every question can subject their political opinions to public duty, and that Mr. Meier was strong enough to do this, makes known the fact that he is possessed of the first principle of genuine statesmanship.

Mr. Meier has held many positions of trust and honor, among the most important of which was a directorship of the Mullanphy Board, and the treasurership of the German Lutheran Synod. In July, 1887, he was elected a member of the Mullanphy Board, but resigned a year afterward, as he was not in entire harmony with the other members of the board relative to several reforms he felt it necessary to inaugurate. He is a most valuable and influential member of the German Lutheran Synod, and for more than twenty years has been the trusted treasurer of that body. This is a most responsible position, as the Synod embraces thirty-one States and Territories, and has under its control the schools of this vast territory. For this reason an immense amount of money passes through the

hands of the treasurer, and it is, perhaps, in this office that Mr. Meier's sterling ability and virtues have been best displayed. He has handled the money of thirteen synodical districts in a manner that proves him to be a thorough financier, and since he has held the office upward of a million dollars have passed through his hands, every dollar of which has been scrupulously accounted for and applied to the best advantage. Every member of the Synod recognizes the fact that

he is invaluable to the church, and prays that his life may be long spared to carry forward the good work, as they feel that in case of his death it would be almost impossible to secure a man for the place who could do the work with such ability, and in whom they could place such entire and unqualified confidence.

In April, 1858, Mr. Meier was married to Miss Louisa Lange, a resident of this city. Nine children have been born to them, two of whom died when very young.

The names of the seven children living are: Albert, Otilie, Louisa, Pauline, Frederick, Alexander and Arthur. Of these, Otilie is now the wife of a Lutheran minister located at St. Paul, Minnesota, while Louisa and Pauline are also married, their husbands being brothers, who live in Chicago.

The family is an exceedingly happy and interesting one, and the children are being trained to follow the same rules of probity and industry which have made their father not only prosperous but highly respected among his associates



ERNEST FREDERICK WILLIAM MEIER.

and fellow-men of all races and creeds. Mr. Meier's life is in itself a magnificent instance of the truth of the proverb that honesty is the best policy.

STEVENS, ALPHA TYLER, was born in Baltimore, Maryland, August 4, 1860. He is the son of George O. and Rebecca R. (Tebbetts) Stevens, of that place. During his younger years he attended the public schools of his native city, and afterwards took a finishing course at the Baltimore City College. At the age of seventeen he went to work in his father's office as book-keeper, which position he filled with entire satisfaction until 1880, when Deere, Mansur & Company, of this city, needing a good man in their order department, made him an offer that he could not afford to decline. So he came west, and has since looked upon this as his first step towards fortune. He did not remain in the order department long, being soon made bill-clerk, and from that was promoted to the position of correspondent and salesman, waiting on all customers who came to the city store to do their buying, and soon so proficient did he become that many of their best customers would insist on being waited upon by him as he enjoyed their fullest confidence. After he had been in the employ of Deere, Mansur & Company for five years, he had so advanced in the confidence of his employers that much of the buying was entrusted to him, and that they found their confidence not misplaced is proven



ALPHA T. STEVENS.

by the fact that from the time that the trust was first committed to him until he left them to go into business for himself (a period of five years), he still continued to do their buying. During his connection with the firm, Deere, Mansur & Company dissolved, and Mansur & Tebbetts Implement Company was organized, and when he left the last named company in the fall of 1890, it was to the sincere and expressed regret of his employers, for not only did they dislike to lose him on account of his ability as a business man, but they also hated to lose a man who, though still young, had been in their employ for ten years, and with whom their relations had always been so pleasant.

November 1, 1890, Mr. Stevens, in company with Mr. C. H. Schureman and Mr. William C. Abbott, organized the Stevens-Schureman Manufacturing Company—Mr. Stevens, president—which company was incorporated under the laws of the State of Missouri. Mr. Stevens was a member of the original syndicate who in 1884 laid out the pretty suburb, Clinton Heights, where he now resides. He is an official member of the Clinton Heights Methodist-Episcopal Church. He was married, May 10, 1888, to Miss Annie A. Schureman, of this city. Two children have been born—Paul and Rebecca.

KRAUSS, JOHN, was born in the year 1833, in Grafensteinberg, Mittelhautberg, Bohemia, and he was educated in local schools until he attained the age of thirteen and one-half years.



when he commenced to learn the blacksmithing trade with his brother George. He continued for three years at this work, and in 1850 left the old country and emigrated to America. He stayed for a short time in New York City, and, after visiting Buffalo, Detroit and other cities, he obtained employment at Saginaw, Michigan. His first experiences in the New World were not very encouraging, and during the winter he walked to Detroit, where he obtained employment in Windsor, Canada, and subsequently in the Gendricks foundry. In 1852, Mr. Krauss moved to Chicago, where he was employed for two years in the Merkan car shops.

In 1855 Mr. Krauss came to St. Louis, and obtained a position in the Washington Phoenix foundry. Two years later, in 1857, he moved to Carondelet, where he was appointed first blacksmith for upwards of nine years, with the exception of the time he spent as a soldier during the war. He rose from the rank of a recruit to orderly sergeant, and was detailed to remain in the shops and to protect the bridges and shops, if necessary.

Being of a saving disposition, Mr. Krauss was soon in a position to start in business for himself. He purchased a blacksmith shop and held it for a few months, during which time he so reorganized and improved it that he was able to sell out at a very substantial profit.

During the years 1867 and 1868 he earned quite a record for himself by boring the now celebrated artesian well at the County Asylum,

to the great depth of 3,845 feet. At the same period he acquired a large interest in the Carondelet Zinc Works, of which he was appointed managing director, and subsequently treasurer. When the Carondelet Savings Bank suspended, the zinc works were sold, and Mr. Krauss, who was bondsman for the sheriffs and constables, lost a large proportion of his hard-earned money. Just about the same time he sustained a heavy loss in connection with the Klausman Brewery. He had paid as much as \$50,000 for beer from

this establishment during ten years, and on the failure of the brewery he was practically compelled to purchase it for \$50,000 to protect his own interests. He managed the institution so carefully and well that its value soon increased to an enormous extent, and after he had held it for about twelve years he sold it to the St. Louis Brewing Association for \$650,000, thus acquiring a splendid fortune out of what had been in the first place a forced purchase.

Among the prominent enterprises of Carondelet that Mr. Krauss has organized and promoted to a standard of excellency may be mentioned the Southern Commercial and Savings Bank of Carondelet, of which he is president. He is president of the Carondelet Electric Light and Power Company, of which he was principal incorporator and stockholder; of the Walker Manufacturing Company; of the Carondelet Milling Company; of the Carondelet Home Mutual Insurance Company; and of the Krauss Improvement and Investment Company.



JOHN KRAUSS.

Mr. Krauss married in June, 1856, Miss Mary Stommel, and has one son and three daughters. It is a matter of great pride to Mr. Krauss that his children are among the strongest and finest to be found in any part of the country.

HUNICKE, ROBERT, is of German parentage, although born in this country, at Peoria, Illinois, October 15, 1853. His father, William Hunicke, was a native of Bremen. His mother, Emmy (Angelrodt) Hunicke, was a member of one of the oldest and most prominent German families in St. Louis, her father, Mr. E. C. Angelrodt, having served for several years as German consul.

The subject of this sketch attended the Washington University of St. Louis up to his seventeenth year, when he engaged in the commission business with his father, where he remained for two years, when he accepted the position of assistant teller and discount clerk in the United States Savings Institution of St. Louis, which position he was forced to relinquish after three years, on account of ill health.

Several months' rest at the northern lakes so far restored him to health that in May, 1875, he entered the employ of the Eau Claire Lumber Company, remaining with them up to their removal from St. Louis, and advancing step by step until during the last three years of their stay in St. Louis he held the important and responsible position of manager of their branch yard at Fourteenth street and Cass avenue.

He then determined to strike out for himself, and in 1888 he purchased the branch yard. Since then he has built up the business and conducted the rapidly growing trade that he now enjoys, and no man in the lumber trade is more conversant with the business in its different ramifications, his training while with the Eau Claire Lumber Company, under Mr. Richard Schulenburg, having afforded him every opportunity to manage the details of the business.

His domestic relations are of the most pleasant, and at his beautiful home at Glendale, a suburb of St. Louis, the surroundings are all that a man of Mr. Hunicke's taste could desire.

Mr. Hunicke was married February 22, 1880, to Miss Minnie Clark, of Springfield, Missouri. They have three children—Paul August, Robert, Jr., and Emmy Frances, aged respectively thirteen, seven and two years. In his private life Mr. Hunicke is as happy as he is successful in his business operations.



ROBERT HUNICKE.

RUTLEDGE, ROBERT.—There are very few men in St. Louis who were born west of Missouri, but Robert Rutledge, the subject of this sketch, has that distinction, having been born at Gold Hill, Eldorado county, California, March 4, 1857, and is, therefore, thirty-six years of age. His father, Edward Rutledge, caught the prevailing gold fever in the early fifties, when men rushed to California from every part of the globe. Robert's mother, whose maiden name was Elizabeth Wray, could not consent to the years of separation which she knew her husband's depart-

ure for the gold coast meant, and, therefore, insisted on accompanying him. For this and other reasons, the elder Rutledge did not attempt the hardships and dangers of an overland journey, but made the trip by the way of the isthmus, which, in that day, although the safer route, was not without its hardships and perils. On reaching California the elder Rutledge engaged in mining, a business he followed with varying success for a number of years, and it was while he was pursuing this avocation at Gold Hill that Robert was born.

The lad received his education in the common schools of California, attending them until about sixteen years of age. When seventeen years old, or in 1874, he left California for St. Louis, and on reaching this city secured employment with the real estate firm of S. D. Porter & Company. During the following six years he acted as the chief lieutenant of this firm, being in constant touch with real estate affairs, and not neglecting to learn all that he could from the opportunities offered. His employers, realizing his disposition to become a thorough real estate man, and considering his value as such, made him a member of the firm in 1880. Another change in the personnel of the company took place four years later, or in 1884, when, Mr. Porter desiring to retire, Claude Kilpatrick was taken into the firm, the style of which became Rutledge & Kilpatrick, and is so known at the present time.

Both members of the firm are young men and

have applied both brains and energy to the conduct of their business. The firm buys, sells and rents real estate and houses, negotiates loans and acts as a collector of rents. They represent one of the oldest real estate firms in St. Louis, as the business which they now manage has been in existence nearly half a century. Mr. Rutledge is accounted one of the best versed men in matters pertaining to real estate in the city of St. Louis.

He is a student of all the conditions which surround and enter into that business, and his judgment in such matters is seldom at fault. In his business affairs his actions is marked with progressiveness, but at the same time he is imbued with a conservatism which never allows his progressiveness to take him into the field of wild and uncertain speculation.

He is popular inside of his profession as well as out of it, and his urbanity and affability have operated largely to extend the business of his house. He is an



ROBERT RUTLEDGE.

influential member of the Mercantile Club, and is a person of athletics and a member of the Pastime Athletic Club.

Mr. Rutledge has also taken some part in local public work, and is regarded as an exceedingly useful man in every capacity. His work on the St. Louis School Board, although not in any way sensational or designed to curry favor with any class, has been marked by very distinct business-like effort, and several of the reforms of the last few years have been instigated by him. His great argument has always been



that the same principles of economy and care used in every-day business should be the policy of a public body.

On November 17, 1881, Mr. Rutledge was united in marriage to Miss Elizabeth Cowden, of Washington, Iowa. They have six children, two sons and four daughters, named, respectively, Robert C., Edward A., Elizabeth W., Mary E., Helen W., and Alice R.

ABBOTT, WILLIAM CHARLES, son of George and Louisa C. (Taylor) Abbott, was born in Pittsfield, Illinois, February 2, 1853. He received his early education in the public schools of Pittsfield, graduating from the High School, after which he came to St. Louis and took a course at Jones' Commercial College. In the spring of 1871 he took a position as office-boy in the wholesale fancy grocery house of Scott, Collins & Company, then located at 518 North Second street.

He stayed with this firm for five years, having during that time been advanced to the position of bill clerk, when he left to accept a position as traveling salesman with Pope, Lockwood & Company, dealers in farm machinery and implements, at Quincy, Illinois. His territory was Northern Missouri, and he carried it for ten years, building up a magnificent trade.

In 1886 he returned to St. Louis and took a position with Mansur & Tebbetts Implement Company, as traveling salesman, covering the same territory for them that he had worked on

for Pope, Lockwood & Company. His personal popularity with his trade in North Missouri made him a very valuable addition to the force of Mansur, Tebbetts & Company, and they retained him until fall of 1890, when he resigned his position to become a member of the firm of Stevens & Schureman Manufacturing Company, Mr. Abbott being elected secretary. The company was incorporated according to laws of the State at its formation.

Mr. Abbott is a member of the Quincy Lodge, No. 290, Quincy, Illinois, of the Masonic Order, and of the Pittsfield Commandery, No. 49, of Knights Templar. He is also a member of the Farmers' Machinery and Vehicle Association of St. Louis.



WILLIAM CHARLES ABBOTT.

McNAIR, JOHN G., son of Antoine Reigh and Cornelia (Tiffen) McNair, and grandson of the Hon. A. R. McNair, first Governor of the State of Missouri, was born in St. Louis, December 16, 1858. He received an education in the public

schools of St. Louis, and his first work after leaving school was to engage as a messenger for the Kansas Pacific Railway, a position he filled for a year and then accepted a situation with the Greeley-Burnham Grocer Company, as messenger, later being promoted to buyer of that house, which position he filled for a term of six years. A rumor being made him, he severed his connection with the Greeley-Burnham Grocer Company and accepted the position of buyer for the firm of Meyer Brothers, in which capacity he served



for four years, with honor to himself and profit to the house.

He next embarked in the brokerage business, with offices in St. Louis and Chicago, dividing his time equally between the two places. In 1887 he moved to St. Joseph and embarked in the real estate business, in which he was most successful. In 1889 he returned to St. Louis, where he purchased one hundred acres at Normandy, which he subdivided and platted as "Normandy Heights." Next he subdivided and platted the "Edgar Ames Addition to East St. Louis." His business becoming very large, Mr. J. H. Farish, who was then secretary and general manager of the St. Joseph Gas Light Company, resigned that position and associated himself with Mr. McNair, and later on Mr. F. R. Harris, of Memphis, Tennessee, became a member of the firm. This co-partnership proved a most solid and fortunate combination of talent, and later on, upon the withdrawal of Mr. Farish, was merged into the McNair & Harris Real Estate Company.

Mr. McNair has made many large deals, having purchased, subdivided and sold a number of important additions, thus adding very materially to the growth and prosperity of the city. Among the most important of these, after Normandy Heights and Edgar Ames Addition to East St. Louis, may be mentioned Tuxedo Park, McNair's Addition to Madison, Illinois, and Avery's Addition to Webster.

He has organized and is connected with a great many companies and associations for the purpose of controlling and improving real estate, and is also interested in several of the largest and most solid of building and loan associations, notably the Superior Building and Loan Association, No. 1, capital \$600,000, of which he is president, and the Superior Building and Loan Association, No. 2, capital \$600,000, of which he is vice-president.

In addition to his vast real estate interests Mr. McNair is also very largely engaged in the fruit business, being the president and general manager of the Inter-State Fruit and Land Company, which company owns and cultivates

two of the largest fruit farms in the United States, viz.: the McNair Fruit Farm, of Clay county, Illinois, and the St. Elmo Fruit Farm, of Oregon county, Missouri.

Mr. McNair has made an eminent success of the line of work he has chosen, and he is looked upon as a man who can accurately tell the value of real estate, and is thoroughly conversant with the conditions which affect its price. He has business instincts which naturally fit him for a real estate dealer, and no man is shrewder or quicker in seeing all the advantages of a trade than he. He knows all the details of the real estate business, and realizing that it is better to know one thing well than to know many things, he has devoted himself to the task of becoming a past master in his business, and is, in fact, a real estate specialist. As a man he is endowed with many amiable qualities, and in contact with his fellow-men is inclined to be genial, courteous and accommodating. Generosity is one of his marked characteristics and he is gifted with the power to make friends and hold them.

Although he is a member of both the University and Jockey clubs, he devotes most of his time, outside of business hours, to his home, which is graced by a handsome and affectionate wife, to whom he was married September 23, 1891. Before her marriage Mrs. McNair was Miss Helen M. Bennett, of Minneapolis, Minnesota. In politics Mr. McNair is a Democrat, while in religious matters he gives his adherence to the Roman Catholic Church.

MURPHY, JOSEPH, son of James and Mary (Holland) Murphy, was born on a farm near Drogheda, in Ireland, February 2, 1805, and when only thirteen years of age came to St. Louis. His grandfather purchased a farm of 300 acres near Creve Cœur Lake, and young Murphy was sent out to him. On his arrival here he found the farm mortgaged and out of his possession, so he hired out to a farmer at Florissant, at a salary of \$6 a month. He kept the position for two years, but in 1820 moved into the city and commenced an apprenticeship to the wagon

making trade in the shop of Daniel Caster. He kept close to the bench for four years, and by the time he was twenty he was a competent and exceptionally intelligent wagon maker. As soon as he was out of his time he entered into the employment of John B. Gerard and Samuel and B. Mount.

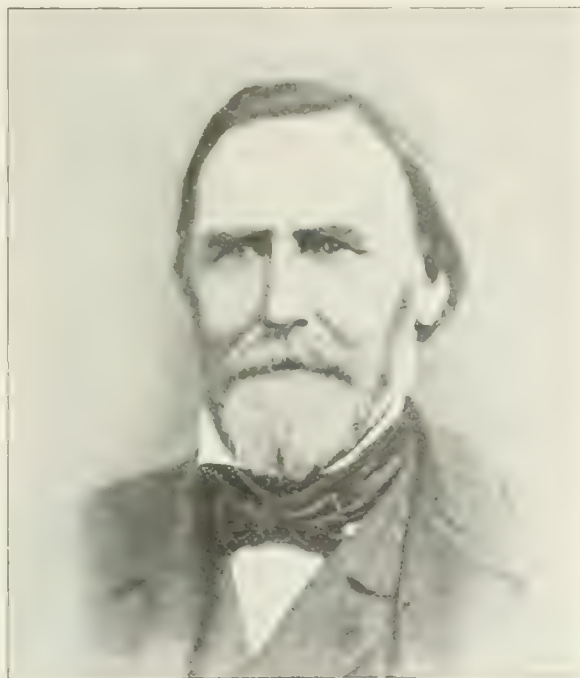
In 1825 Mr. Murphy decided to engage in business for himself, and he accordingly rented half of the shop on East Main street in which he had served his apprenticeship some years ago.

The hard-working young Irishman soon found his hands full, and being compelled to secure larger quarters, rented a shop on Second street, between Morgan and Green (now Christy). In 1835 the business again outgrew the premises, and Mr. Murphy purchased a lot on Seventh and Morgan, upon which he erected a large and convenient shop. For twenty years he carried on the business here, and then purchased a larger lot from Jonas Moore on Broadway, between Cass and O'Fallon, upon which he erected a still larger shop. To these quarters he moved his business and continued to carry it on successfully until in the year 1888, when, after a career of sixty-three years, he retired from active work, disposing of his interest to his sons.

Mr. Murphy had no capital to start with, and it was nothing but hard work and discretion that have made his fortune for him. The Mexican war and the Californian expedition brought him an immense number of orders. Mr. Murphy built a type of wagon which would stand the

knocking about the absence of roads made inevitable, and so honorably did he fulfill his contracts during the Mexican war, that the Government continued to patronize this St. Louis pioneer until the building and opening of railroads made them less dependent on wagons for purposes of transportation. It was hard work filling the orders, and it was often necessary to travel sixty and seventy miles up the Missouri river in search of suitable timber, which was rafted down to St. Louis, and then split up by hand, there being no saw mills in operation.

To construct a good wagon and one that the Government officials would accept was a serious task, because no paint was used, and it was therefore impossible to hide any little defects by means of an extra coat, as feasible now. Altogether over 200,000 wagons were built by Mr. Murphy under his immediate supervision, for not only did he supply the Government almost exclusively, but he also



JOSEPH MURPHY.

provided the great bulk of the wagons used by the earlier travelers westward. Thousands of families moving to California in 1849, along the much worn Santa Fe trail, journeyed to Murphy wagons, and those who were not so fortunately equipped were delayed by constant break-downs and accidents.

Mr. Murphy is nearly ninety years of age, but he is a strong, hearty man and a good talker. He resides in a comfortable home on Washington avenue, just west of Grand, where he is spending his honorable old age with his family.

Mr. Murphy has been thrice married, his present wife being the daughter of John Higgins, of St. Louis, who died in 1832. By this estimable lady he has had ten children, of whom eight are now living. He has also eight grandchildren.

BRIGGS, WALDO, M.D. son of Dr. William T. and Anna (Stubbins) Briggs, was born at Bowling Green, Kentucky, July 2, 1851. He acquired a liberal degree of education before entering the University of Nashville, where he pursued a literary course and graduated with honors in 1870, securing the degree of A.B. So great was his ambition and desire to pursue a higher course of study and develop within himself the natural characteristics of a professional man, that he entered the medical department of the Vanderbilt University of Nashville, Tennessee, where he toiled and labored unceasingly during a four years' course, and graduated in 1875, among the first of his class, when he well merited the degree of Doctor of Medicine. So great was the Doctor's scope and natural ability in his chosen profession that he was received by the medical fraternity of the city of St. Louis, to which city he came in 1877, and was given a lectureship in the College of Physicians and Surgeons of St. Louis as lecturer of operative surgery, which chair the Doctor occupied in 1881. Having secured a hard-earned reputation, as well as the confidence and esteem of his associates, the Doctor was further tendered the chair of professor of clinical surgery and genito-

urinary surgery in the Beaumont Medical College, which he accepted in 1884. He has also been chosen as consulting surgeon of the City and Female hospitals. The Doctor stands among the first surgeons of to-day, and as a professor, second to none of his contemporaries. The operation upon which the fame of Dr. Briggs will probably rest in the future is that called by him "The extra-abdominal method of treatment of wounds of the intestines." It consists briefly of laparotomy performed in the usual way. The

wounded intestine is brought into view and the wound repaired as described later on. A ring of peculiar form is then inserted into the external wound, and the intestine is secured thereto by means of pins passed through the mesentery, so that it remains for the time-being outside of the abdominal cavity (instead of being dropped back to its natural position, as hitherto). It is covered with a pad of absorbent cotton by suitable means until

reparation has progressed to a point where there is no further danger of any of the accidents which formerly made laparotomy for wounds of the intestines so fatal, viz.: tearing out of sutures, escape of fecal matter into the cavity, and consequent peritonitis, etc. The pins are then removed, the intestine replaced, and at the proper time the external wound is closed. The method of reparation of the injury to the intestine is entirely new, and involves some very interesting histological questions that are not yet satisfactorily worked out. We can, of course, merely allude



DR. WALDO BRIGGS.



to the matter here, and would refer the reader who takes interest in it to Dr. Briggs' article on the operation, which appeared in the *St. Louis Medical and Surgical Journal* in the years of 1890 and 1891. When the wounds in the intestine are located, they are treated by the usual surgical method, except that the sutures are less frequent than has hitherto been customary. Dr. Briggs then envelops the intestines at the site of the wound in a prepared animal membrane (from the kidney fat of sheep or bullock), which is very lightly stitched to place. In the course of a very short time the membrane becomes firmly adherent to the intestine throughout, changes its color, and to all intents and purposes becomes a part of the intestinal walls, thus reinforcing them so that a rupture at the wounded point is impossible.

This principle (the extra-abdominal) is applicable to a vast range of injuries hitherto considered almost necessarily fatal. Strangulated hernia, with gangrene of the intestines, for instance, is easily reparable in this manner; and as a matter of fact, Dr. Briggs has several times within the past years operated successfully in a number of desperate cases of this sort, removing inches, and even feet, of gangrened intestine and reuniting the healthy ends of the gut by the membranous method. Complete and rapid recovery ensued in every instance, though in at least two cases the sufferers were aged people, and their condition was dangerous before an operation would be permitted. Dr. Briggs has also distinguished himself by other departures from old rules and operations in surgery, notably in his "lumbar method" of nephrectomy and nephrotomy, and by his successes in the direction for which his father has earned so high and well-deserved a reputation, viz.: lithotomy.

His benevolent disposition is proverbial among all who know him, and is only second to his quiet, unostentatious demeanor, which never fails to elicit the esteem and respect of all who come in contact with him—a truly high-minded and polished gentleman. But few men possess in a more marked degree the well-merited confidence and the warm friendship of his fellow-men.

The Doctor married Miss N. G. Gray, of Centralia, Illinois, in April 1883, from which union they have one child, Master Gray Briggs, now in his seventh year.

GLOGAU, EMILE WILLIAM, born 11th day of February 1857, in Teplitz, in the northern part of Austria. His father's name was William; his mother's, Babette. His father was a manufacturer of all kinds of knitted goods, mostly on contract for the government. He was the first one to give employment to females in a factory.

E. W. Glogau was educated in the Freemason School (Freimaurer Schule) in Friedrichstadt, near Dresden, Germany. From there he was sent by his father to England for two years, and then to Rheims, France, to a weaving school. His father's intention was to make him a manufacturer, so that he might some day take the succession of the works in the northern part of Austria. Instead of returning to Austria he settled in Paris, where he entered into a general commission business—a specialty of rags and shoddy. The latter was imported from England exclusively. He brought this business to such a climax that the attention of some of the "Grand Industriels" was drawn to it, and they succeeded in 1878 to form a syndicate for the erection of large factories for this article, and also the passage of a tariff which placed a high duty on shoddy and also an export duty on every bale of rags which went out of France. This naturally brought Mr. Glogau's business to a close.

In 1879 Mr. Glogau came to America, more upon the warm invitation of his American friends, whom he met in Paris, who kept telling him "your place is America." But his first visit to America was of short duration. He felt too homesick for "beau Paris," and went back, but returned again to America in 1881, backed by a French syndicate, and introduced in this country the first grand Battle Panorama. The first one in New York was the Siege of Paris, painted by Philippe de Champaigne, which took the New York public by storm, and it was at the opening of this panorama that Gen. Grant, who was present, suggested to Mr.



Glogau that the artists engaged by the syndicate paint some of the American battle scenes, and he wrote in Mr. Glogau's memorandum book, as most interesting subjects, the battle of Gettysburg (Pickett's charge on the third day) and the siege and surrender at Vicksburg.

Both these subjects were executed—the former was placed in Chicago, in 1883, and has been open to the public ever since, and the latter was taken to New York, and subsequently to San Francisco.

Mr. Glogau eventually purchased all the interests of the French syndicate and formed an American syndicate, composed mostly of Chicago, New York and San Francisco capitalists, remaining at its head until he retired from this business in 1886, after dividing among his partners over one million dollars in profits.

Returning to New York, he found things awfully slow there. He returned west again and purchased from one of the Chicago capitalists an interest in the ground lease of the property on Sixth and Olive streets, where the present Commercial Building stands, but not with the intention of locating in St. Louis.

His frequent visits to St. Louis soon convinced him that St. Louis was a splendid field for investment in real estate, and in the fall of 1887 he decided to locate here. His transactions in real estate since have been very numerous, among others, he leased the property where the present Union Trust Building stands, and in the same manner in which he organized the corpora-

tion which erected the Commercial Building he financed and supervised the erection of the Union Trust Building, and also the St. Nicholas Hotel, now in course of completion, at Eighth and Locust, also the closing of lease for corner of Market and Twentieth street, for the Terminal Railroad Association, for the erection of the Union Depot Hotel, which is to be completed by January first next.

In 1889 he married Miss Eleanor B. Bunzl, daughter of M. Julius Bunzl, of New York, a highly esteemed merchant of New York, and noted philanthropist.

Mr. Glogau comes from parents who were "free thinkers," and so does his wife, though he only joined, since his locating in St. Louis, the Ethical Culture Society. He visits all churches, and takes a great deal of interest in church matters. His great hobby is the making of rounds of all churches, visiting a different church every Sunday.

Politically he is a staunch Republican,

but is willing to admit that there are two sides to every argument, and he is always glad to discuss, on neutral ground, questions of special importance.

LEWIS, BRANSFORD.—St. Louis is exceptionally fortunate, not only in the standing of its numerous medical practitioners, whose reputation has extended beyond the limits of the city or State, but also in its medical writers and editors. Prominent among these is Dr. Bransford Lewis, who was born in



EMILE WILLIAM GLOGAU.

November, 1862, at St. Charles, Missouri, his father, Edward A. Lewis, being associate judge of the State Supreme Court of Missouri. His early education was acquired at the local public schools, and later at Washington University. In 1881 he entered the Missouri Medical College, where he graduated in 1884. After passing a competitive examination, he was appointed assistant physician at the City Hospital, occupying a similar position later at the Female Hospital and the Poor House. His services were found to be sufficiently valuable to warrant his advancement to the assistant superintendency of the City Hospital, which position he maintained for two years, resigning in 1889, in order to commence private practice. In 1890 he was appointed editor of the *Weekly Medical Review*, and also lecturer in genito-urinary surgery and venereal diseases at the Missouri Medical College. In 1891 he resigned the editorship of the *Weekly Medical Review*, and went to Europe, where he continued his studies in some of the leading hospitals of the Old World. Returning in 1892, in connection with a number of eminent physicians, some residing in St. Louis, and some in other cities, he commenced the publication of the *Medical Fortnightly*, of which he is editor. The *Fortnightly* has already attracted great attention, and is destined to become one of the most important medical periodicals published.

Dr. Lewis is a member of the American Association of Genito-Urinary Surgeons, of the St.

Louis Medical Society, the City Hospital Medical Society (in the organization of which he was largely instrumental), the Missouri State Medical Society, the Mississippi Valley Medical Association, and the American Medical Association, the National Association of Railway Surgeons, the American Medical Editors' Association, the Missouri Valley Medical Association, Missouri Medical College Alumni Association, member of the Mercantile Club of St. Louis. He is also an honorary member of the St. Charles

County Medical Society. He is consultant in genito-urinary surgery to the Missouri Pacific and Iron Mountain Hospital, the City Hospital, Female Hospital, Baptist Sanitarium and Hospital, and to St. Mary's Infirmary of St. Louis.

Dr. Lewis is unmarried. He is one of the brightest young physicians of Missouri, and has a brilliant future before him, both local and national. He has originated several surgical devices and methods of treatment that have mer-

ited the emphatic praise of his medical brethren, both at home and abroad.

GRAVES, SPENCER COLEMAN, M.D., son of George O. and Katie Hood Graves, was born June 6, 1858, in Montgomery county, Kentucky, where his father was practicing as a physician. He was educated in the common schools of Fayette county, Kentucky, after which he attended the Winchester High School and Center College, at Danville, after which he pursued his studies at Cornell University, where he made



DR. B. LEWIS.

rapid progress and secured a classical education.

Selecting medicine as a profession, he entered the College of Physicians and Surgeons in New York City, where he studied for three years, graduating with honors in 1883. He then entered the competitive examination for admittance into the Charity Hospital on Blackwell's Island, and, being successful, remained with that institution for eighteen months, and then again graduated. In 1885 he came to St. Louis, in which city he has since practiced medicine. He was instrumental in the organization of the Beaumont Hospital Medical College, among other eminent physicians, and was elected to the chair of professor of minor and operative surgery.

The Doctor is a prominent member of the St. Louis Medical Society, the American Medical Association, Medico-Chirurgical Society, Mississippi Valley Medical Association and other societies of physicians and surgeons. He is a well-known contributor to a large number of prominent medical journals, and his writings are always read with a great deal of interest, having in them the expression of much thought and deep study. He is one of the collaborators of the *Medical Fortnightly*, a young, but substantial journal, which is rapidly coming to the front. As a physician, Dr. Graves is very popular, and has gained a large and lucrative practice. His medical education has been exceptionally complete, and as he is one of those men who consider a man must be always learn-

ing and acquiring information in order to keep up with the times, he studies continuously and allows no important medical discussion or discovery to pass without investigation and close

He is a well-known society man, highly respected by a large circle of friends, in addition to those who recognize his ability in the profession he has made his own.

McLARAN, ROBERT L., a son of Charles and Annie (Jennings) McLaran, was born January 27, 1862, St. Louis being the place of his nativity. Here he has also lived all his life, was here educated, and this city has been the scene of the beginning of his life-work in his chosen profession, the law. He entered the Washington University in his boyhood, and received his entire education at that institution. Subsequent events have developed the fact that he was fortunate in his choice of a profession, as his talents seem well adapted to the practice of law.



ROBERT L. McLARAN.

He began his legal studies by attending a course of lectures for a year at the St. Louis Law School (a branch of the Washington University), was admitted to the bar in 1884, and then entered the law office of Laughlin & Taylor, where he continued the prosecution of his studies, which were supplemented by practical law work. Upon the dissolution, in 1886, of the partnership existing between Judge Laughlin and Mr. Mortimer F. Taylor, Mr. McLaran became associated with the latter, forming a partnership which was maintained until 1892.



Although he has given every branch of jurisprudence careful study, Mr. McLaran has adopted the practice of corporation law as his specialty; and his connection with Mr. Taylor, whose ability and learning in that branch of law is generally recognized, has given him exceptional opportunities of becoming thoroughly acquainted with all its difficult details.

Mr. McLaran, although a young man, has won for himself, through energy and integrity, a well-defined position in the courts, and is now regarded as a sound and reliable lawyer. He takes a lively interest in political and public affairs, but is too deeply devoted to his profession to ever become what is known as a "practical politician." In political faith he is a Democrat, and is one of the active promoters of the success of that party. Mr. McLaran is a bachelor.

The future contains much that is brilliant and gratifying for this popular and talented lawyer, who is universally admired.

**ESTES, FRANK M.**—Frank M. Estes bears a family name that is as old and as honored as any in the South, and many noted men have added to its luster. He was born in Haywood county, Tennessee, August 26, 1854. He received his early collegiate education at McGill University, Montreal, Canada, completing it at that renowned seat of learning, the University of Virginia, where he received special instruction in the ethics of law, having early in life determined to adopt that noble profession as his life-work.

Quitting school, he came to St. Louis, reach-

ing the city in 1875. He at once set about giving his legal equipment the polish of a post-graduate course at the St. Louis Law School, following the completion of which he was admitted to the bar, and ever since has been a successful practitioner. His course has been constantly upward from the beginning, and but few years had elapsed ere he had won high rank in the membership of a bar noted for its brilliancy and ability.

In the two decades he has practiced in the courts of St. Louis and the Mississippi Valley he has figured in many cases of importance, and in all has shown himself a lawyer of learning, shrewdness and ability. As an orator his style is graceful and polished, but these qualities in no sense detract from the force and vigor of his expression. He is a genuine American of many generations of natural development and, therefore, is a thorough politician in the broader meaning of the word. Notwithstanding that he has taken the



FRANK M. ESTES

liveliest interest in every political campaign for years, he is far too devoted to the law to lay it aside to become a holder of an office.

Although he has frequently been solicited, he has only accepted offices, the nature of which showed his patriotic and disinterested motives, such as chairman of the Democratic Central Committee. His kindness has been also taken advantage of by the Missouri Bar Association, of which he acted as secretary for some time. He likewise served the Elks Club as president, and was at one time Supreme Chancellor of the Legion of Honor.



Mr. Estes returned to his native State to find a wife, in the person of Miss Donie Phillips, of Dyersburg, Tennessee, a lady of excellent family, and of great beauty. Two children have blessed this union.

NELSON, W. P.—One of the progressive and public-spirited men who have done much to bring St. Louis into the proud position of one of the great cities of the earth is W. P. Nelson, the real estate agent. Of course, in working to extend, advertise and build up the city, he has built up and advanced his own interests, but the credit for what he has done for St. Louis is no less due him on that account.

Mr. Nelson is a native of the city in which he lives, having been born here June 25, 1847. He is the son of Wm. S. and Catharine Nelson, who came from the State of New York, whither, when he was seven years of age, the parents again sent him to obtain the benefit of that invigorating climate. In the northern part of that State, the boy, whose brief biography is here written, spent his boyhood. The rugged climate of that region assisted in giving him a hardy constitution, thus conferring the most valuable of all gifts as a foundation on which to build a long life.

When William was fifteen years of age he returned to St. Louis. The northern part of New York has excellent public schools, and in these the lad mastered the common branches of learning, but shortly after he returned to St. Louis, where intending to obtain a finished

education, he entered Wyman University, at that time one of the first colleges of the city, and which was located at Sixteenth and Pine. He industriously applied himself, and as a result, graduated from the institution as valedictorian of his class with high honors.

When he left school, he had reached his nineteenth year, and clerked for the mill furnishers, G. and W. Todd & Company, for two years, when he took charge of his father's books, who was a contracting engineer, and was formerly a part-

ner of Jas. B. Eads.

At the time to which we refer, the elder Nelson had the contract for building the caissons of the Ead's bridge and the approach and he was given employment in connection with this and other contracts. On the completion of these, his father went south to assist Capt. Eads in the Jetties project. W. P. Nelson had a desire to be independent, and being entirely without means, he started a collection business.

Seeing the great profit real estate

would return to the man with enough foresight to get in on the ground floor, as the city was just then shaking off the lethargy induced by the war, and was just beginning her real growth, he added the business of real estate agent in 1874 and 1875, as W. P. Nelson & Company.

In 1881 the style of the firm was changed to Gray & Nelson, Mr. B. V. Gray, Jr., being partner, which lasted seven profitable years, being amicably dissolved in 1887. In 1888 he associated with him Mr. O. L. Mersman, under the name of Nelson & Mersman, which firm is



W. P. NELSON.

now one of the foremost in the city in its line.

Mr. Nelson is a member of the Mercantile and St. Louis clubs. He is a believer in club and society organizations, and is likewise a member of the Order of United Workmen, and the Royal Arcanum.

Mr. Nelson is a very domestic man in his tastes and habits; his wife was a Miss Lilian Waters, daughter of James L. Waters, one of the oldest and most substantial wholesale grocers of St. Louis.

It may be noted here, that Mr. Nelson is one of the progressive business men of St. Louis. He belongs to that class of younger St. Louis men with iron in their blood, who by their combined energy and industry have builded a great city.

Not the least industrious and influential of these is Mr. Nelson, whose work has been of a high order, and whose success has been well earned. He is now in the prime of life and is still giving his best attention to his work.

ORR, ISAAC H., the well known and successful lawyer of this city, is the son of William C. and Eliza Orr, his mother's maiden name having been Jordan.

Mr. Orr is a member of that distinguished St. Louis colony, known as the "Pike county people." Pike county has produced dozens of men who have come to St. Louis, and by their native ability and industry have walked steadily forward to positions of leadership in law, politics and business. Pike county has been especially kind to St. Louis in the gift of men who

have become distinguished lawyers. And when the list is cited of able lawyers who look back to old Pike as their birthplace, the name of Isaac H. Orr is never omitted, for he is considered as one of the able sons of whom that great county is proud.

Mr. Orr first saw the light of day on February 14th (St. Valentine's day), 1862, in the town of Louisiana. He passed his youth as do most boys, attending the excellent public school at Louisiana, until he had acquired a thorough common

school education. He took the regular course at the St. Louis Law School, and graduated therefrom in June, 1883, and was at once admitted to the bar, and opened an office and hung out his shingle. At first the shingle contained only his own name, but on November 1, 1886, he formed a partnership with Harvey L. Christie, and the firm of Orr & Christie thus constituted, continued until February 1, 1893, at which time Mr. John L. Bruce entered the co-partnership,

which still continues under the firm name of Orr, Christie & Bruce.

Mr. Orr takes an active interest in politics, for all Pikers are natural born politicians, but he is in no respect a seeker of official preferment at the hands of his party. He is a staunch and conscientious Republican.

Mr. Orr was brought up in a christian family, and received a religious training. He has never departed from the faith taught him by his mother, and is to-day an active and influential member of the Cumberland Presbyterian Church of this city.



ISAAC H. ORR.

He has been for some years one of the directors of the Law Library Association, which is considered a position of no small honor among the legal profession.

On July 19, 1893, Mr. Orr was married to Miss Ella Virginia Pitman, daughter of the well-known Professor R. H. Pitman, of San Jose, California.

DARST, JOSEPH C., son of James E. and Mary Anne (Hartnett) Darst was born in May, 1858, on the homestead now so popular as a suburban home site, at Ferguson, just beyond the city limits of St. Louis. He attended the public schools for three years, and then entered the old St. Louis University on Ninth and Washington avenue, where he remained for five years, receiving a splendid education, and graduated in 1876. For the following nine years, he had charge of the farm, on which he was born, thereby acquiring a great amount of practical information as the result of hard work.

In 1886, he removed to this city, and immediately became interested in the Cantine Coal Company, in which business he continued until 1889, when having become sole proprietor, he sold out to Messrs. Mathews and Nicholson. During this time he had taken an active interest in the real estate of the city, and finding himself unencumbered by other business ties, he formed a co-partnership with his brother-in-law, under the firm name of Darst & Miltenberger, for the purpose of dealing in real estate,

as brokers. The offices of this firm were located at 804 Chestnut street. The firm did a very profitable business, until the year 1891, when the partnership was dissolved by mutual consent, and each member continued business on his own account.

Mr. Darst is an exceptionally successful real estate operator. While not by any means confining his operations to suburban property, he has made a specialty of this class of business, and has made many thousands of dollars for his

clients by his good advice, and by persuading them to act upon it before the rise in value which he was able to foresee. Darst Place, his old home and birthplace, at Ferguson, is becoming one of the most popular and best improved of the many suburban subdivisions of St. Louis and some of the property controlled by the Fruit Hill Realty Company, of which Mr. Darst is secretary and treasurer, is also exceptionally desirable in every respect. He is also interested in other



JOSEPH C. DARST.

elegant home districts, and is able to put applicants in possession of the choicest residences and locations. He is an expert in building association's methods, and is treasurer of the Humboldt, admitted to be one of the soundest institutions of the kind in existence. His genial manner, earnestness in his work, and constant watchfulness for the interests of his clients, account in a great measure for his success, and promise to make him one of the most prominent realty men in the West. Mr. Darst is a member of the Marquette Club, and a popular West End man.



He married in the year 1886, Miss Annie Miltenberger, daughter of Eugene Miltenberger, who was a prominent and very highly esteemed business man in this city, and for a number of years in partnership with his brother-in-law, Boge.

Mr. Darst has four children, Marion, Joseph A., and Lawrence M. and Alice.

KILPATRICK, CLAUDE, is a successful and popular real estate agent and operator, and a member of the firm of Rutledge & Kilpatrick. He was born in Huntsville, Alabama, November 11, 1840, his father being Dr. Thomas J. Kilpatrick, who was practicing medicine at that period in Huntsville. His mother was, prior to her marriage, Miss Mary Gibbins.

Young Kilpatrick was educated at private school in Memphis, Tennessee, whence he came to St. Louis and entered Prof. Wyman's University where he took a course of study. In 1864, he returned to Memphis, and for seven months served in the Quartermaster's Department. Just after the close of the war he returned to St. Louis, and was appointed book-keeper and cashier for Jesse Arnot, who, at that time, owned by far the finest livery establishment in the West. Mr. Kilpatrick retained this position for fourteen years, during which time he made an immense number of friends by his strict attention to business, and his courteous and affable manner.

Having given a good deal of attention in his spare time to real estate questions, and having

made a few small investments, he, in the year 1854, secured a partnership in the firm of S. T. Porter & Company, which firm, in the year 1886, changed its name to Rutledge & Kilpatrick, by which it is still known. During the phenomenal but steady rise in real estate values in St. Louis, the firm of Rutledge & Kilpatrick has taken a very active part in the large transfers of property, and the method of procedure adopted by them has been so uniformly honest and straightforward, that there has never been any

hesitation about reposing in them the most absolute confidence. The firm makes a specialty of the management of estates and of the collection of rents, and Mr. Kilpatrick gives his personal attention to many of these details.

In addition to his arduous real estate duties, Mr. Kilpatrick is an active and busy club man, being a member of the St. Louis, Noon-Day and Jockey Clubs.

He married in June, 1873, Miss Dollie L. Liggett, daughter of Mr.

James E. Liggett, of the firm of Liggett & Myers Tobacco Company. Mr. and Mrs. Kilpatrick have two children, Elizabeth and Mary Louis. The family resides in a very handsome residence at 3645 Delmar avenue.

SPILBRINK, LOUIS, is well known as one of the most successful livery and boarding stable keepers in the city. His establishment is known as the "Montezuma," and is located on Franklin avenue, between Thirteenth and Fourteenth streets. This establishment has been in opera-



CLAUDE KILPATRICK.



tion a large number of years, and has been under the control of Mr. Spelbrink for about a quarter of a century, prior to which time it was run by Mr. Frederick Leuman, his father-in-law.

It seems hardly necessary to say, that Mr. Spelbrink is a St. Louisan by birth, his interests being so inseparable from the city, that the idea of his being born elsewhere seems out of the question. He is rather more than fifty years of age, having been born December 9, 1842. He was educated in the public schools where he

remained until he was about fourteen years of age. In 1851 his mother died leaving nine children, of whom he was the oldest, and he was then taken from school and placed with an uncle in the grocery business. After carefully studying the business for some years, he started out for himself in the same line, and in 1866 he married Miss Amelia Leuman, daughter of Frederick Leuman, one of the most prominent politicians and liverymen of his day.

A few years after his marriage, Mr. Spelbrink retired from the grocery business, and his father-in-law wishing to retire from active work, sold to him the livery and undertaking business with which he had been connected. Mr. Spelbrink has continued the business upon the old lines, improving many of the details of management, and giving especial attention to the undertaking department. He is regarded as one of the most successful and reliable embalmers in the West, and his services have frequently been requisitioned from a great distance.

BIERMAN, LEWIS, was born in a quaint, old-fashioned farm-house on the banks of the Weser, close to the city of Bremen, Germany, on the 17th day of December, 1836. When he was scarcely four years old, his parents emigrated to this country and settled in St. Louis.

Having attended Wyman's High School for two years, young Lewis, at the age of fifteen, struck out for himself, his first employment being with H. Miller, who kept a retail cigar store under the Planters' House.

This did not satisfy his ambition, and an opportunity presenting itself to enter the business of F. M. Wood & Company, retail clothiers, he availed himself of it. Their business was located at the north-west corner of Main and Market streets, opposite the old French Market, which was at that time the center of the general retail trade of St. Louis.

At the expiration of about two years, in consequence of the death of one of the partners, the firm of F. M. Wood & Com-

pany discontinued business, and Levi Stern & Company, who dealt in the same line next door, gave him a position in their house. About a year and a half after this the latter firm concluded to enter the live-stock business, and in this short period young Lewis had gained their confidence to such an extent that they entrusted him with their entire stock of goods, and he was sent down to Cape Girardeau to close the same out for them. Upon his return to St. Louis he entered the employ of Martin Brothers, also in the retail clothing line,



LOUIS C. SPELBRINK.

on the northeast corner of Main and Market streets. This firm, appreciating his energy and ability, Mr. Chas. G. Martin, the manager of the St. Louis branch, tendered him the position of general salesman and traveler in their wholesale department at 118 North Main street—at that time probably the largest business of its kind in this city. With this firm he remained six or seven years, traveling extensively through the southern and western country as general collector and confidential representative.

In the early part of the war, about the year 1862, Martin Brothers decided to close up their business in the West, and Mr. Bierman assisted them in winding up their affairs traveling about the country and passing through the lines of both armies to collect the outstanding debts due the firm, in doing which he met with some thrilling and interesting experiences. After this he connected himself with the firm of Wm. Young & Company, with whom he remained

until February, 1872, when they sold out to Sahlein, Singer & Company. Entering the business of the latter firm he at once became one of their most active and prominent salesmen, and in 1880, upon a reorganization of the firm, Mr. Bierman was admitted as one of the general partners. On April 6, 1882, Mr. Bernard Singer, at that time the senior member, died, and Mr. Bierman and his co-partners bought out the interest of their deceased partner, and have since continued the business under the style of Baer, Seasongood & Company.

From the above, it will be seen that Mr. Bierman is intimately familiar with all the details of his business, and his co-partners, Messrs. Adolph Baer and Simon Seasongood, also having large experience and thorough training, they have contributed much toward making St. Louis an important market in their line. They occupy commodious quarters at 717 and 719 Washington avenue, where they manufacture a general stock of clothing, giving employment to a large force of hands and doing an extensive trade in the South and West.

In 1862 Mr. Bierman married Miss Anna M., daughter of S. F. Merry, of Utica, New York. This lady died in July 1877, leaving two sons and a daughter. In 1883 Mr. Bierman married his present wife, Mrs. Emma F. Bierman, who was the youngest sister of his first wife, and by whom he has one daughter.

Mr. Bierman attends closely to his business and never speculates, unless it be on an occasional deal in real estate,



LEWIS BIERMAN.

in which he has been very successful, being interested in some of the choicest "West End" property of St. Louis. He loves a good horse, always keeping one or two for his own use, and is considered one of the best amateur drivers in town, and spends his leisure time taking a turn out for a drive, or showing a stranger through our beautiful parks and suburbs. As a bicycle fancier, he is a prominent and familiar figure downtown, being one of the organizers of the Mercantile Club, and also a member of the Fair Grounds Jockey Club.

WENNEKER, CHARLES FREDERICK, is a native of St. Louis, in which city he was born on October 10, 1853, or rather more than forty years ago. His father was Mr. Clemens W. Wenneker, well known to the older generation of St. Louisans, and his mother's maiden name was Blanke. He was educated in the public schools, and subsequently attended Bryant & Stratton's Business College, where he took a full course. His relatives being connected with the candy business, it was but natural that he

took an interest in that manufacture, and for twenty years he was connected with the firm of Blanke Brothers. He learned every detail in the trade and soon came to be regarded as an expert in every branch of it. In 1890 he connected himself with Mr. R. B. Morris, and the firm known as the Wenneker-Morris Candy Company was organized, with Mr. Wenneker president, Mr. Morris as vice-president, and Mr. A. Ellerbrook as secretary. A magnificent estab-

lishment was secured for the purpose of the business, in which upwards of fifteen hundred varieties of confectionery are manufactured. The entire South and Southwest territory is covered by traveling men from the house, and the business transacted is of a very extensive and profitable character, the firm ranking among the first in America.

In politics Mr. Wenneker is a Republican, and his sentiments are expressed in no uncertain terms. Although giving an immense amount of time to the candy business, and con-

tributing largely to the magnificent success this firm has attained, Mr. Wenneker has, also, for years regarded it as a duty to study up the question and assert his views with no uncertain voice. In 1889 he was appointed by President Harrison, Internal Revenue Collector for the district of St. Louis, the third largest in the United States. He made an ideal executive officer, performed his duties faithfully and well and gave so much satisfaction that he served several months over his term, President Cleve-

land being in no hurry to supplant him by a Democrat.

Prior to this appointment he was strongly urged to make the race for Congress in the eighth district, but declined.

Mr. Wenneker is now able to give his full attention to the company of which he is president, and new triumphs in the field of commerce will be the result.

Mr. Wenneker is a member of the Mercantile Club, and of a number of other local institutions and social and commer-

cial organizations. He is a high degree Mason and a member of the Ancient Order United Workmen.

He has traveled very extensively and has visited nearly every State and Territory in the Union. He has been married about fifteen years, and is regarded as one of the leading members of the commercial and social circles of the city.

Mrs. C. F. Wenneker was formerly Miss Johanna Heidereda. She has one child, a daughter, aged eight.



CHARLES FREDERICK WENNEKER.



HARPER, JOHN GEDDES, D.D.S., son of James W. and Mary Ann (Lydie) Harper, was born on a farm in Crawford county, Ohio, in 1848. His parents removed to Illinois in 1851. He was educated in the common schools near his home, and subsequently taught school himself. He then entered the University of Minnesota in 1870, where he studied zealously.

Commenced the study of dentistry under Dr. Bowman in 1873, a high-class practitioner of Minneapolis. Not content with the knowledge he thus acquired, he next entered the Missouri Dental College in 1874, where he took a three years' course, graduating in 1877. He was appointed demonstrator of mechanical dentistry in the fall of the same year, and in 1884 was made professor in the same branch, still holding the position.

Prior to graduating he had practiced successfully as assistant under Dr. Homer Judd. He has now been in practice for himself since 1878.

Dr. Harper has been a constant contributor to the dental literature of the day, having served a number of years as associate editor and two years as editor of the *Archives of Dentistry*.

He has been for some time a member of the Missouri State Dental Association and the St. Louis Dental Society, and has been honored as president and secretary of both.

Dr. Harper married Miss Mary Hauston in July, 1880. His family consists of two boys and three girls, all of these full of promise.

ORR, WILLIAM ANDERSON, son of William C. and Mary (Anderson) Orr, was born in St. Louis, February 16, 1862. He was educated at Washington University, where he proved an apt and intelligent student, making rapid progress in all branches, and finally graduating with honors in the year 1885. On leaving college he entered the wholesale boot and shoe house of Orr & Lindsley, of which his father was the senior partner. A year later the business was incorporated under the laws of the State as the

Orr & Lindsley Shoe Company, Mr. W.A. Orr being one of the incorporators. In 1888 Mr. W. C. Orr died and his son became vice-president of the company, Mr. Lindsley being elected president. In December, 1890, Mr. Lindsley retired from business and the name of the company was changed to the William A. Orr Shoe Company, with Mr. Orr as president. Mr. Orr is a young man to have charge of a corporation as extensive and important as the Wm. A. Orr Shoe Com-



JOHN GEDDES HARPER.

pany, but he has proved himself fully able to meet the responsibilities of the position, and under his management the business has increased rapidly and the already high reputation of the firm has been improved and extended. Mr. Orr has traveled over nearly the entire territory supplied by the house of which he is president, and he is thoroughly well known and respected on the road. He has introduced a number of new lines and is ever on the alert to keep up with the times and to provide the very best the market affords at the lowest possi-



ble prices for first-class material. The company now ranks among the largest in the city, and, indeed, in the United States. It does an especially large business in the city, and, also, in Missouri, Kansas, Texas, and, indeed, all States and Territories of the West, Southwest and South.

Mr. Orr is looked upon as one of the rising men of St. Louis. He has had the benefit of a first-class education, and also of an European trip, which he took in the year 1886. He is interested in every movement designed to increase the commercial and social importance of St. Louis, and he has been largely instrumental in building up the shoe manufactures of the city to its present large and substantial condition. He is a member of the Mercantile Club and a Mason. He devotes a considerable amount of time to semi-philanthropic matters, and is an unselfish, courteous and obliging gentleman.

SCOTT, THOMAS A., is known as one of the most daring real estate operators St. Louis has ever seen; as a member of the firm of S. F. & T. A. Scott he became prominently connected with St. Louis real estate in the year 1888, and since then he has been connected with several deals of mammoth proportions. The experience he had acquired in realty operations in Chicago and Kansas City before locating here served him in good stead, and he came to St. Louis just at a time when the Eastern public was awakening to the fact that this city must be taken into consideration, in all calculations bearing upon the future of the great West and the commercial progress of the country. The firm inaugurated their establishment here by expending \$25,000 in one year in advertising the advantages of St. Louis real estate in Eastern papers. The result of their enterprise was remarkable, and the benefit of it was felt throughout the entire real estate trade, without being by any means limited to their own house.

Messrs. Scott conceived the idea of offering at public auction Tyler Place, a magnificent tract of two hundred and forty acres, just north of Tower Grove Park and west of Grand av-

enue. This tract was purchased for three-quarters of a million, and the sale proved the greatest ever managed in St. Louis. The firm then acquired the title to Dundee Place and Gibson Heights, which they have also operated with great success. Mr. S. F. Scott has generally taken charge of the Kansas City business, while Tom Scott, as the subject of this sketch is generally called, has given his exclusive attention to the St. Louis business, and is hence the more popular member of the firm locally.

Mr. Thomas A. Scott was born at Port Hope, Canada, October 16, 1854. His father was Mr. James M. Scott, and in 1859 this gentleman located in McHenry county, Illinois, subsequently moving to Rock county, Wisconsin. Here Thomas A. Scott was educated, attending school during the winter and working on his father's farm in summer. In 1873, when he was but nineteen years of age, he utilized his savings in a real estate investment in Chicago. This was very successful, as were some later ventures in the same city. Five or six years later he thought it advisable to enter a new field of work in Kansas City, where his elder brother, Mr. S. F. Scott, was already located. Great success attended the enterprise of the brothers, both in Kansas City, Missouri, and Kansas City, Kansas. Of the success of their work in St. Louis, mention has already been made.

The absolute faith and confidence of Mr. Thomas Scott in St. Louis has proved of great advantage from an investment standpoint, and of the hundreds of buyers he induced to come here, very few have had occasion to regret following his advice. Naturally an optimist in disposition, Mr. Scott combines with his enterprise a reasonable amount of conservatism, and does not allow his enthusiasm to get the better of his judgment. He works quietly but continuously, and is seldom known to tire of any work he undertakes.

He is a member of the order of Knights of Pythias, and of the Elks. He is a great lover of home, and idolizes his three children, Antoinette N., aged twelve, Thomas A., aged ten, and Samuel O., aged five.



*Thomas A. Scott*



FLITCRAFT, PEMBROOK R., of the firm of Mills & Flitcraft, is the son of Isaiah R. and Mary (Atkinson) Flitcraft, and was born in Salem county, New Jersey, January 8, 1847. Both parents were members of the Society of Friends. In December, 1847, the family moved to Ohio. His father, who was a physician, died fighting that dread scourge, the cholera, in 1849. In 1858, his mother having re-married, moved to Lenawee county, Michigan, and located on a farm, where the subject of our sketch lived and worked until he entered college.

He prepared for college in the Raisin Valley Seminary, in Lenawee county, Michigan, and entered the University of Michigan in 1867, and graduated in the classical course, receiving the degree Bachelor of Arts in 1871, and the degree of Master of Arts in 1874.

He was admitted to the bar in Kansas City, Missouri, in 1875, and during that year commenced the practice of law in Girard, Crawford county, Kansas, where he formed a partnership with John T. Voss, one of the oldest and ablest members of the bar in Southern Kansas, under the firm name of Voss & Flitcraft.

In 1878 he left Kansas and came to St. Louis, and resumed the practice, and, in 1881, entered into partnership with Henry E. Mills, under the firm name of Mills & Flitcraft, is now existing.

Mr. Flitcraft is a man of sterling integrity, a lawyer of ability, and is justly recognized as one of the leading members of the St. Louis bar. His practice is purely civil, and extends through

all of the courts, both State and Federal. He is a Republican in politics, and is a prominent member of the Masonic Fraternity, being Past Master of George Washington Lodge, No. 9; Past High Priest of St. Louis Royal Arch Chapter, No. 8; Past Thrice Illustrious Master of Hiram Council, No. 1, Royal and Select Masters; Past Eminent Commander of St. Louis Commandery, No. 1, Knights Templar, all of St. Louis, Missouri, and is Past Most Illustrious Grand Master of the Grand Council Royal and Select Masters of Missouri.

Mr. Flitcraft was married to Emma B. Brenneman, of Pittsburg, Pennsylvania, in the fall of 1883, and one child, a daughter, Ada Virginia Flitcraft, has blessed this union.

Although a hard worker in his profession and always eager for a contest against the ablest men at the bar, Mr. Flitcraft finds time to devote to the interests of the numerous societies to which he belongs, and is also quite prominent in social circles.



PEMBROOK R. FLITCRAFT.

HAGAN, OLIVER L., son of James and Mary (Jones) Hagan, was born in Cincinnati, Ohio, August 31, 1853. He was educated in his native city, and graduated with honors from the Cincinnati College in 1871. His first position, after leaving school, was as money clerk in the B. & O. Express office, at Cincinnati, where he remained for three years. He made himself very useful and popular to the company, who received his resignation with regret when, after three years' service, he decided to join his father, who was the owner of large livery and boarding



stables, with a lucrative horse-trading business in connection. He remained with his father for about two years, and again showed evidence of marked ability and shrewdness as a business man.

While in business, young Mr. Hagan was elected a member of the City Council, and served for eight years, doing good work for his constituents. During this time he had control of all the theater programmes of the city, and also of other advertising mediums, and continued a very prosperous career in Cincinnati in this line, until 1887, when he finally came in more direct connection with the theatrical profession by becoming connected with Mr. John H. Havlin, the well-known theater owner and lessee. After two years of very successful work for Mr. Havlin, Mr. Hagan was admitted to partnership, and in 1887 he came to St. Louis as lessee of the Pope's theater.

Not long after his arrival he also became lessee of the old People's theater, which, remodeled and rechristened as Havlin's, became at once a popular favorite, its hold on the people being maintained and increased by Mr. Hagan's public spirited management. Prior to securing the People's at St. Louis, and changing its name to Havlin's, Mr. Hagan had become lessee of Havlin's theater in Chicago, which he also managed with great success, and the Havlin-Hagan combination became known in the theatrical world for its liberality and its success.

In December, 1890, Mr. Hagan found his interests were too much divided, and he dis-

posed of his stock and rights in all theaters controlled by him, with the exception of Pope's, which, under his management, had become, probably, the most popular family theater in St. Louis. The cozy, comfortable theater, on Ninth and Olive, under Mr. Hagan's management, has long since become the home of legitimate drama and popular farce comedy, while all the best melodramas on the road have had dates at it for the last two or three years. As a result of the careful and consistent management, the

theater has been doing remarkably good business, its matinees having become exceptionally popular with all classes. Being convinced that there was an opening in St. Louis for another first-class theater, Mr. Hagan proceeded, early in 1891, to construct the Hagan Opera House, on the southeast corner of Tenth and Pine. The new Opera House is very handsomely decorated, and is probably the best upholstered and most comfortable home of the drama in the



OLIVER L. HAGAN.

West. Its popularity, from the booking of its first date, was assured, and it at once took its place in the front rank as a high-class theater and opera house.

Mr. Hagan is one of the best-known men, to-day, in both St. Louis and Cincinnati, and his popularity in the theatrical profession has long since become proverbial. He is a generous and kind friend to all who come in business contact with him, and in all matters of politics and religion he is liberal-minded in the extreme.

He married, in the year 1878, Miss Ellen

Dunham, of Cincinnati. Mrs. Hagan died in St. Louis, May 4, 1890, leaving one daughter, Miss Nellie, who is now attending school. In spring, 1892, he married Miss Cora Dunham.

WHITAKER, EDWARDS, in addition to being a prominent citizen of St. Louis, and a leader in some of the most important enterprises of modern times, is also a broker of much more than local reputation. He is the senior partner of the firm of Whitaker & Hodgman, and is president of the Lindell Railway Company, a corporation whose faith in the city of St. Louis, and the magnificent future before it, has been so signally proved by the continued extension of their tracks, which, to-day, are covering almost the entire city with every prospect of most useful county extensions. In another portion of this work the great importance of St. Louis independent terminals and tracks of the Chicago, Burlington & Quincy Railroad in the northern portion of the city has been enlarged upon. Mr. Whitaker acted as agent for the railroad company in the purchase of this terminal property, and the confidence bestowed in him was well merited. He is also at the present time a director in the Boatman's Bank, the St. Louis Trust Company, the Bell Telephone Company, the Missouri Electric Light Company, and has had, at various times, large interests in the Bellefontaine Railroad Company.

Mr. Whitaker's connection with St. Louis has been lengthy and exceedingly profitable both to himself and the city. General Albert G. Edwards, while Assistant United States Sub-Treasurer in St. Louis, gave a partnership to Mr. Leonard Matthews and formed the firm of Edwards & Matthews, with an office over the Commercial Bank on Olive street, east of Third. Mr. Edwards Whitaker was chief clerk to General Edwards, and in 1872 he resigned his position in the treasury office and joined the firm of Edwards, Matthews & Company, which removed to larger offices and extended the scope of their operations, taking in, for the first time, bank brokerage and exchange work.

Two years later General Edwards retired from

the firm, and the name was changed to Matthews & Whitaker. A large business was done particularly in organized securities, and it became necessary to secure more commodious quarters at 121 North Third street, where, for fourteen years, the business was conducted under the active management of both partners. City and State bonds were handled in large blocks, and finally the present office on the corner of Olive and Fourth streets was secured. Soon after this Mr. Matthews, who had acquired a large private fortune, retired from active work, and Mr. Charles B. Hodgman, who had for several years been confidential clerk, became a partner in the house, which has continued to increase its reputation and business steadily ever since.

Mr. Edwards Whitaker is a typical business man, generous to a fault, and exceedingly popular among leading members of the financial and commercial world.

HANDLAN, ALEXANDER HAMILTON, JR., one of the members of the firm of M. M. Buck & Company, and vice-president of the Citizen's Bank, is a Virginian by birth, but he has resided in St. Louis for more than a quarter of a century, and is now prominently identified with its leading industries and its most important financial and commercial interests. The firm of which Mr. Handlan is a member ranks among the very first in the country, and during the last twenty years Mr. Handlan has divided with the president the responsibility of managing the immense interests connected with it. During Mr. Buck's absence from the city, Mr. Handlan is in absolute control of its management, and he proves himself to be thoroughly qualified for the important work thus entrusted to his care.

Mr. Handlan was born in Wheeling, Virginia, April 25, 1844, and is thus about fifty years of age. Wheeling is described as in Virginia, because Mr. Handlan has never taken ~~advice~~ *advice* to the division of the State, and he maintains vigorously his right to be numbered among the natives of the Old Dominion. His father, after whom he was named, was a well-known river

man a quarter and a half a century ago, and was highly respected by pilots and captains in the old days, when river trade was of paramount importance. Captain Handlan was for several years partner and pilot of the "Wing and Wing," a steamer which worked between Cincinnati and New Orleans and did a large and very profitable traffic.

Mr. Handlan, Sr., died December 2d of last year, at the age of eighty-three, retaining the possession of his faculties to the last, and delighting to tell anecdotes of his early adventures and experiences. Mrs. Handlan was formerly Miss Katherine Kineon.

Young Mr. Handlan received an education at Herrons Seminary, Cincinnati, Ohio, where he graduated in 1861. His parents having removed to Cincinnati when he was about six years of age, his early life was principally spent in what was then one of the most important cities west of the Atlantic States. He spent a considerable period during the war in Nashville, Tennessee, where he was attached to the quartermaster's department in the Union army of that city. Leaving Nashville for Memphis, he became connected with the wholesale and retail hat and shoe business of his uncle, Mr. J. D. Handlan, for whom he kept the books. He was next interested in planting and merchandise, in Granville, Mississippi, where he made considerable progress towards prosperity.

In 1868 he was convinced that St. Louis offered him far greater facilities for work and

advancement, and he accordingly came here and was given a position in the railroad supply house of Mr. M. M. Buck. His sterling worth was promptly appreciated by the house, and after six years he became a partner and, as mentioned above, has since shared with Mr. Buck the great responsibilities attached to a concern of such magnitude.

In other matters Mr. Handlan has shown his faith in St. Louis and his general business foresight. Some six years ago he became vice-

president of the Citizen's Bank, on the occasion of the reorganization of that financial institution. Since that time the bank has increased its business rapidly, and now stands well to the front among the banks of the West. More recently Mr. Handlan became connected with the new Planters' Hotel project, and he owns a large interest in that enterprise. He has been a member of the Marquette Club for some years, and has been its president twice. He is also a member of the



ALEXANDER H. HANDLAN.

Mercantile, Noon-Day and Jockey clubs, and the Agricultural and Mechanical Association.

On September 11, 1868, Mr. Handlan married Miss Marie DePrez, daughter of a French gentleman who had left his home in search of a free country, in consequence of political persecution, and who had located in Nashville. Mr. and Mrs. Handlan have seven children.

The family resides in a handsome residence on Olive street, just west of Grand avenue, and is looked upon with much respect in social circles.



MOONEY, FLETCHER D., M.D., was born in Greene county, Southwestern Missouri, November, 1856. His father was David Mooney, his mother, Mary Sims.

Dr. Mooney acquired his early education in the common schools of his birthplace, preparatory to entering Drury College, of Greene county, Missouri; here he acquired a thorough knowledge of such matters as would best fit him for a professional career in life. At an early age he manifested a studious disposition, and after leaving college, in 1878, came to St. Louis to take up the study of medicine. He matriculated in the Missouri Medical College, applied himself diligently to his course, graduated and received the degree of Doctor of Medicine. The Doctor now found himself in a large city, with an admirable profession but without means or the helpful influence of friends around him, yet so great was his ambition to rise in his chosen profession and rank among the

eminent physicians of the city, that he worked unceasingly and with an inflexible purpose; slowly yet surely did he begin to gain the confidence and esteem of the people, and gather about him a circle of friends and an encouraging clientele. The Doctor later identified himself with the Health Department of the city, and for four years was physician to the Insane Asylum. He has been connected with the Missouri Medical College in various capacities, as assistant demonstrator of anatomy, assistant professor to the clinic for diseases of women, and at present

holds the chair of clinical professor of diseases of women.

The Doctor has been connected and still is identified with St. John's Hospital as gynecologist. He is consulting physician to the Female Hospital; is a member of the St. Louis Medical Society, Missouri State Medical and American Medical Associations.

The Doctor is a purely self-made man, and while he has already done much to benefit humanity, he will yet accomplish great results.



F. D. MOONEY.

PALMER, DONALD MACNEIL, was born in the State of Connecticut, on November 7, 1845.

When only sixteen years old he left home and went to New York, where he secured employment in a wholesale dry goods store. He remained two years, but young and ambitious as he was, the houses and walls of the city seemed to confine his efforts, and when he left the employ of the dry goods house, it was to strike out for the boundless West. In the fall of 1863 he

reached Missouri, and located in the pine woods of Washington county, where, until the following spring, he gratified his taste for the wild life of a hunter. In the spring of 1864 he went into the business of manufacturing turpentine and rosin, and had fairly established his industry when General Price came through Missouri on his last raid. Mr. Palmer was captured in the battle of Potosi, and after being kept a prisoner a few days was conscripted into the Confederate service. About a month later he was told his opportunity and



escaped at the battle of the Blue, near Kansas City, and after considerable hardship made his way back to St. Louis.

As his turpentine interests had suffered during his absence, he decided to return to New York, and did so. There he remained until the war was over and then returned to Missouri, locating at Glasgow, in Howard county, but only remained there until the fall of 1866, when, again seized with the western fever, he determined to seek his fortune as a miner among the Rockies. There were no railroads in that day, and there was considerable hardship connected with a journey overland across the plains, but after traveling sixteen days and nights, Austin, Nevada, was reached, and that being his objective point, he began a career as a miner, which lasted through the next seventeen years, during which time he served in almost every capacity, from miner to manager, and lived in most of the mining districts of the United States and Mexico.

But it is as manager of the St. Louis Union Stock Yards that Mr. Palmer has scored his greatest success in life. In 1883 he was offered the superintendency of the yards, and came on from the West, and in the summer of that year assumed charge. He proved the right man for the right place from the beginning. His western life and training fitted him in an eminent degree for dealing with the western stock grower and shipper on the one side, and his experience in cities adapted him for business dealings with butchers, packers, etc., and he has therefore greatly extended the trade of the yards in both directions. He has made the yards one of the best markets in the country for the sale of cattle for stockers and feeders, and has recently added a horse and mule department, \$50,000 having been expended for improvements to accommodate that line of trade. The yards are models of their kind, and under Mr. Palmer's administration they have been brought to a capacity to handle daily 5,000 cattle, 5,000 sheep, 15,000 hogs, and 1,000 horses and mules. He is one of the most active and energetic factors of the live stock trade in the West,

and has contributed very largely toward keeping St. Louis to the front among the leading live stock and meat distributing centers of the world.

Mr. Palmer is a hard worker, and can be found at his desk daily at the stock yards. It is a characteristic of his to always carry forward any work he has to do with all the zeal and energy he can summon to his aid, and in his work as superintendent he is actuated by a genuine and deep desire to promote the success of the great corporation over whose interests he presides. He was one of the promoters, and in his office was organized the St. Louis Butchers' Union, from which sprang the Butchers' National Protective Association.

REIS, HENRY FERDINAND, the prominent South End lumberman, is a native of Minnesota. He was born in the town of Shakopee, on February 21, 1860. His father's given name was Valentine, and his mother's maiden name was Josephine Apfeld. Henry received the benefit of the schools in his native town until he was thirteen years old, when his parents left Minnesota and settled at Belleville, Illinois, at the grammar school in which town he continued his studies until he graduated. When eighteen years old commenced to learn the carpenter's trade.

His father, after coming to Belleville, had erected a planing mill, of which the son took charge after mastering a knowledge of carpenter work and architecture. Three years after he entered the mill he resigned the position, and in 1887 went to Los Angeles, California, where he began the business of contracting and building. Southern California was then at the height of her boom, and he was very prosperous from the start, but after a year he began to feel a longing to again see familiar home-faces and scenes, and this prompted him to return to St. Louis.

On January 1, 1889, he bought the Carondelet Lumber Yard of Fedal Ganahl, and since then has devoted his whole attention to increasing the business of the establishment, at which he has met with a most flattering degree of success, several years' business showing an increase

over the previous year of fifty per cent. He is the owner also of the Carondelet Planing Mill, which is attached to the lumber yard.

On the 25th day of September, 1893, Mr. Reis was married to Miss Emily E. Ganahl, of Los Angeles, California. The lady is a niece of John J. Ganahl, the prominent lumberman of this city. The couple have two children, named, respectively, Ferdinand E. V. and Edith Petronila.

SHAPLEIGH, ALFRED L., is a member of the well-known firm now incorporated as the A. F. Shapleigh Hardware Company, which has been in operation for half a century, under varying styles and titles. Mr. Alfred L. Shapleigh is the youngest of the six sons of Mr. Augustus F. Shapleigh, who worked his way up from small beginnings, and finally became a clerk in the leading hardware firm of Philadelphia, in which afterward he assumed an interest. Fifty-one years ago this house, under the style of Rogers, Shapleigh & Company, opened a branch in St. Louis, and of the western house Mr. Shapleigh took charge. He finally purchased the interest of his partners, and now has been for several years the head of the firm. In 1834 he married Miss Elizabeth Ann Umstead, of Philadelphia, and Mr. A. L. Shapleigh is one of the prominent men who are sons of the estimable couple.

Mr. Alfred L. Shapleigh is about thirty-two years of age, having been born in St. Louis on February 16, 1862. He was educated at Washington University, going through every course

in that great school of learning, and graduating with distinction in the year 1880. His passage through the regular academy, and two years' special course of study at college, gave him a splendid university education, and he supplemented this by fifteen months' clerkship in the Merchants' National Bank, thus acquiring an insight into finance and book-keeping difficult to obtain outside the doors of a National Bank. For about a year, he was connected with the Hanley & Kinsella Company, and then accepted

the cashiership of the Mound City Paint and Color Company. In July, 1886 he accepted the secretaryship of the A. F. Shapleigh Hardware Company, a position he still occupies with marked ability.

Although his secretarial duties take up a large amount of time, Mr. Shapleigh is also a public man in every sense of the term. He is a director of the bank in which he was formerly a clerk. He is also a director in the Union Trust Company, and vice-pres-



ALFRED L. SHAPLEIGH.

ident of the Imperial Building Company, to which St. Louis is indebted for the magnificent Union Trust Building. He is also vice-president of the American Credit and Indemnity Company of New York City. As director of the Mercantile Club, Mr. Shapleigh has been called upon to work in a variety of ways for the betterment of that colossal commercial men's club. He has also done excellent work as director of the Mercantile Library, and as president of the Commercial Club. For three years he was adjutant, and for three years captain, of Company D

of the First Regiment of the Missouri National Guards.

Few men of Mr. Shapleigh's age are so well-informed. In addition to his careful study at home, he has traveled extensively all over America, and has also enjoyed the advantages of an extensive European tour. On November 21, 1888, he married Miss Mina E. Wessel, of Cincinnati. One child has resulted from the union.

**HILLS, WILLIAM G.**—The life of William G. Hills, the tobacco manufacturer, has been full of activity and stirring events. His military career during the late war was pregnant with changing occurrences and constant dangers during three years of service on the Union side, and he went through an hundred important engagements. He was twenty years old when he enlisted in the Ninth New York Cavalry, Co. E., at Westfield, N. Y., and reached Washington in November, 1861. His regiment helped defend that city until after the second Manassas, when it was ordered into the Peninsular, and served in McClelland's campaign against Richmond. In 1862, the regiment joined the Army of Virginia, and went through all the hard-fought engagements of that year. After arduous detached duty as courier on Gen. Geary's staff in the Chancellorsville campaign, he joined his regiment, and with them participated in all the great events against Lee in Maryland and Pennsylvania. It was the Ninth Cavalry that fired the first gun, took the first prisoner, and lost the first man on the Federal side at Gettysburg. As Lee was forced back toward Richmond, and during Grant's Wilderness campaign in 1864, the Ninth was at the front in almost daily fighting. Young Hills participated in all the engagements under Sheridan in the Shenandoah campaign, and was one of the fifty men selected from his regiment to go with Gen. Kilpatrick on his perilous raid on Libby Prison in February, 1864. At the end of his three years, or October 27, 1864, he was mustered out. This is a rough outline of his military career; his civil career since the war has been scarcely less active and eventful.

He was born in Cattaraugus county, New York, June 26, 1841. His parents, Calvin and Mary (Watkins) Hills, were among the early pioneers of that section, having settled in that Western New York county as early as 1631. William was the youngest of three sons, and spent his youth on his father's farm, attending the district school, and after he was ten years old helping with the farm work. It was hard work, this subjugation of forest and earth, and it taught him frugality and gave him strength, health and character. This industrious and simple life, in conditions similar to which nearly every man who has proved his right to survive has laid the foundation of his success, continued up to the time he entered the army. After he had been honorably discharged from service, he returned to his home, and went to work on the farm assisting his father, who was then an old man, but lived until 1889, dying at the age of 91, nevertheless. But to the virile and energetic boy, who, in the war, had a taste of action, the quiet home-place was too narrow, and he determined to seek a wider field in the West.

He reached St. Louis in March, 1866, and at once accepted a position as shipping clerk in the wholesale grocery of Perley, Hills & Company, his brother being one of the firm. In 1868 he is found at Kansas City, engaged in business as a manufacturers' agent, but returned to St. Louis in 1870, and became the superintendent of Rumsey & Company's pipe and lead works. January 1, 1892, he accepted a position with D. Catlin, afterward The Catlin Tobacco Company, as traveling salesman, covering all territory west of the Mississippi river. In 1882, he left the Catlins, and entered into business for himself, forming a partnership with Max Fritz, manufacturing tobacco, under the firm name of Hills & Fritz. Through purchase in 1889, Mr. Hills became sole proprietor of the business, which has grown in volume, and brought an increase of profit year by year since the beginning.

Mr. Hills was married on February 25, 1884, to Miss Mattie J. Miller, of Kankakee, Illinois.



HIEMENZ, HENRY, JR., is entitled to a high position in the list of successful real estate operators and agents in St. Louis. He has been connected with the local realty business for about twenty-one years, and during that time he has injected an immense amount of vim and energy into the work. He has been exceptionally successful with auction sales, and has brought into the market an immense quantity of property which had not previously been looked upon as available in any way for residence purposes.

Among his most successful operations may be mentioned, subdividing and placing upon the market of McRee Place, Tower Grove Place, Cherokee Place, Minnesota Place, Gravois Place and Arsenal Heights. It will be observed that most of these subdivisions are located in the southwestern section of St. Louis to which Mr. Hiemenz has given his most careful attention.

It is largely the result of his indefatigable efforts that due recognition has been given at last to the value of property south of Mill Creek Valley, and some slight distance from the river. For many years the march of improvements, and of values was limited to the extreme West End. Mr. Hiemenz was one of the first to recognize that there were many acres of desirable property to be obtained in the southwest wards at very low prices. Taking his clients into his confidence, and convincing them of the logic of his argument, he prevailed upon several of these to invest heavily in conjunction with himself. That he merely anticipated pub-

lic opinion by a few years has been proved by the rapid increase in values, and the large returns from the investments referred to.

Mr. Hiemenz was born at Millersburg, Iowa, August 21, 1855. His father's name was Henry, and his mother, prior to her marriage, was Miss Barbetta Bender. When nine years of age, young Hiemenz came to St. Louis, and went through a full course of study at the Christian Brothers' College. At a very early age he embarked in the real estate business at 421 Chest-

nut street, subsequently moving to No. 614 on the same thoroughfare, where he is now located. He almost immediately sprang into the front rank of enterprising real estate men, and, although it was not until ten years after his initiation into the ranks of the profession that the marked revival in St. Louis real estate took place, Mr. Hiemenz was one of the eight or ten active workers who did so much to bring it about.

Mr. Hiemenz is now in the prime of



HENRY HIEMENZ, JR.

life with a very active and useful career before him. He stands well with the business and professional men of the city, and is an active member of the Mercantile Club. He is Republican in politics, but is liberal minded in his views. He married in 1876 Miss Otilie Stephen of this city.

COLE, AMEDEE B., is a member of the Cole Commission Company, one of the largest houses of its kind in the West. His father, Mr. Nathan C., is too well known to need any introduction



to the readers of this work, and the subject of this sketch inherits from his father many of his most striking characteristics and virtues.

Young Mr. Cole was born in this city September 21, 1855. He was educated at Washington University, and at quite an early age entered the commission house of Cole Brothers, of which his father was partner. In 1891 the firm was incorporated as the Cole Commission Company, and Mr. Amedee became its vice-president. He takes an active part in the management of the concern, and is looked up to as a rising man, and a well informed and talented member of the business fraternity. He is a member of the Mercantile Club and a pronounced Republican in politics. His connection with the Merchants' Exchange has been lengthy and pleasant, and he has been frequently spoken of by his associates as a man in whom absolute confidence could be placed in any office placed at his disposal. In commercial circles generally, Mr. Cole is looked up to with much respect, and his name frequently appears in enterprises of importance.

In 1879 Mr. Cole married Miss Annie Jackson, daughter of John Jackson, of St. Louis. Mr. Jackson was for several years president of the St. Louis Elevator Company, and a very wealthy citizen. Five children resulted from the union: Annie, John Jackson, Chester Ernest, Reba and Marjory.

ADAMS, JOHN WILLARD, although an Ohioan by birth, is a Kentuckian by descent, his father, Mr. Alonza A. Adams, being a native of Lexington, Kentucky. His mother was, prior to her marriage, Miss Katherine Sevringhaus. Both, Mr. and Mrs. Adams, Senior, are still living.

Mr. J. W. Adams was born in Cincinnati, November 12, 1866, and is hence not yet thirty years of age. His life has been so active, however, that he is as old and experienced as many men born ten or twenty years sooner than he, and he has developed marked abilities as a draughtsman and architect. He was educated in the public schools of Cincinnati, and this was followed up by

three years' instruction from a private tutor.

From boyhood Mr. Adams displayed a marked taste for drawing and designing, and he thought out many unique ideas in architecture before his ordinary course of study was completed. His parents wisely allowed him to follow the bent of his own inclinations, and selecting architecture as his profession, he entered the office of Crapsey & Brown, of Cincinnati, where he studied architecture for four years. He next accepted a very favorable offer from the Santa Fe Railway Company, and for two years was head draughtsman in the architect's office at Topeka, Kansas. Promoted to the important position of superintendent of buildings on the Santa Fe Road between Chicago and Kansas City, he served in that capacity for a year, giving great satisfaction to his employers. Returning to Topeka he became assistant architect with J. W. Perkins of the Santa Fe for two years.

In 1891 Mr. Adams was attracted to St. Louis by the activity in the building operations in this city. He served in the office of Mr. Theodore C. Link, as chief assistant architect, and it was while he was working in this capacity that the magnificent new Union Station was designed. He resigned his position in Mr. Link's office to accept a partnership in the firm of Adams & Chandler, and entered into the general contracting business. This firm is quite a young one, but it has already executed a large number of contracts in a highly satisfactory manner, and has built a large number of substantial and handsome houses. It also constructed twenty-eight miles of the K. C., Ark. & N. O. Railroad, in Arkansas.

The work, however, which will make the firm of which Mr. Adams is a member famous in St. Louis, was done on the new Union Station. Adams & Chandler took the contract for the depot, and furnished all the material, as well as executing all the building from the ground up, with the single exception of the sheds. The magnificent work on the depot, and the way in which it exceeds expectation in almost every detail, is the best evidence that could be forthcoming of Mr. Adams' ability.

In addition to his important general contracting interests Mr. Adams has a large interest in one of the most extensive stone yards in Chicago. He is also a member of the Pastime Athletic Club, and a member of the Masonic fraternity.

In April, 1889, Mr. Adams married Miss Nellie Coleman, of Topeka, Kansas, and has two children, a boy and a girl.

SMITH, FORD, is a native of New England, and was born March 6, 1842, in Hampden county, Massachusetts. Both father and mother were of excellent stock and descended from old and respected families. The father, John Ford Smith, was a native of the same county in which his son was born, while his mother, whose maiden name was Espercia Caroline Seward, was born at Albany, New York. His common school education was obtained in the public schools of his native county, where he continued up to the time of his coming west in search of both fame and fortune.

Any regular plans he may have had after reaching his destination were interrupted by the war. He enlisted from Illinois in the Fifty-ninth Illinois Infantry Volunteers, of which he became sergeant-major. At the battle of Pea Ridge he was severely wounded and incapacitated from further service. When partly recovered he returned to his home in Massachusetts, and while there resolved on completing his education. He entered Williams College, subsequently took the necessary courses

at Harvard Law School, and returning to the West located in St. Louis in 1869. He was admitted to the bar in the same year by Judge Rombauer, and has been actively engaged in legal practice ever since.

Mr. Smith has been most successful in his profession, and has laid up considerable of this world's goods against the coming of old age. He has attained a reputation as an able lawyer and eloquent advocate that extends beyond the confines of his State, and has been engaged as

counsel in a great number of cases that have attracted universal attention. As a counselor he is noted for the tenacity and determination with which he fights legal battles, and his antagonists know that he never gives up a case until every expedient, legal and otherwise, is exhausted.

While he has in no sense neglected his extensive practice, he has devoted much attention to political matters, is an ardent Republican, and is rated one of the influential



FORD SMITH.

leaders of his party in this part of the State. Municipal political affairs he has at his fingers' end, and he has been a power in almost every political contest that has taken place in the city in recent years. Notwithstanding his extended influence, he has always asked office for others, not himself. Party fealty has been with him an article of political faith, and he has therefore been always a supporter of the regular organization and the regular nominees. The only offices he has ever assumed were held to the end that, not himself, but his party should

he served. He has acted as a member of the State Republican Central Committee; for a number of years he was secretary of the City Republican Committee, and did faithful service while a member of the Eighth District Congressional Committee.

Mr. Smith is domestic in his inclinations, and has an interesting family, consisting of a wife and two children. The former before marriage was Miss Carrie Lathrop, also a native of Massachusetts, to whom he was married June 11, 1874. Both children are girls, named Caroline and Irene.

MOORE, WM. GRANT, M.D., son of Wm. Grant and Sara B. (McConnell) Moore, was born in Fayette county, Kentucky, February 16, 1853. His father was a descendant in a direct line of Daniel Boone, and his mother belonged to a well-known family of Scotch-Irish lawyers. His early education was received in the common schools of Fayette, Kentucky, whence he went to the State University at Lexington, studying there for a time, and subsequently took a collegiate course at the Washington-Lee University at Lexington. He then attended the medical department of the Louisville University for one session, and went from there to the Jefferson Medical College, at Philadelphia, where he graduated in 1875, receiving his degree of Doctor of Medicine.

In 1876 Dr. Moore came to St. Louis and at once commenced a general practice. Although only twenty-three years of age and comparatively unknown, yet, inspired with ambition and controlled by a determination to rise in his chosen profession, he worked hard and continuously until by degrees he began to develop to his friends and brother practitioners his ability to handle most skillfully all cases in his charge, and thus merited the esteem and confidence of all who knew him.

In 1879 he was appointed to the chair of professor of histology, materia medica and therapeutics in the College of Physicians and Surgeons. He was foremost among the physicians who, in the year 1887, organized the Beaumont

College, in which institution he received the chair of clinical medicine. In the following year he held the chair of professor of principles and practice of medicine and clinical medicine, which position he now fills. Though the Doctor has no particular specialty, yet he is giving his attention to, and may soon adopt as his specialty, the diseases of the chest and lungs.

Dr. Moore is associated with a number of societies, among which may be mentioned the St. Louis Medical Society, the Medico-Chirurgical Society, the American Medical Association and the Delta Psi, a secret association in connection with the Washington-Lee University. He is also medical examiner of the Royal Arcanum and Legion of Honor; referee of the American Life Insurance Company, of Vermont, Virginia; clinical lecturer of the St. Louis City Hospital, and on the staff of the St. Louis Protestant Hospital. He is also a contributor to several medical journals, and is a very talented and logical writer.

In March, 1879, Dr. Moore married Miss Etolia T. North, daughter of one of the oldest merchants of St. Louis. He has two bright boys and one attractive daughter, Miss Jessie A., who is attending school.

MCDONALD, MARSHALL FRANKLIN, was born March 14, 1854, near Council Bluffs, Iowa, on his father's old homestead. His parents were Milton and Adelpha (Wood) McDonald. Like most farmers' sons, he worked on the farm during the spring, summer and fall, and attended the district school during the winter. At the age of sixteen he entered a drug store as clerk, and remained in that business until 1875. In 1873, during the time of his employment as a drug clerk, he graduated from a college of pharmacy in Chicago. He then began the study of medicine and surgery, applying himself more particularly to the study of surgery, attending one course of lectures under Professor Boyd, of Chicago. It was thus that he became possessed of that thorough knowledge of chemistry, therapeutics and surgery that has enabled him so often to startle the medical and surgical profes-



sion by his familiarity with those subjects in the trial of important law cases involving expert medical and surgical testimony.

In 1876, when the excitement incident to the discovery of gold in the Black Hills was at its height, Mr. McDonald concluded to try his fortune there, and returning to his old home in Council Bluffs, he scraped together all his worldly effects and fitted out a four-mule team, and together with three companions drove overland to Sidney, Nebraska, and from there to the Black Hills, where he engaged in mining.

While working in the mines, Mr McDonald contracted a severe case of mountain fever, and during the long and severe illness that followed his mining interests were necessarily neglected, and he finally found himself left without a dollar.

Unable to secure proper care or medical attendance in the mining camp, he prevailed upon some freighters to haul him out of the hills, and he was accordingly placed in a trail wagon and conveyed to Cheyenne, a distance of three hundred miles. Having partially recovered from his illness, he worked his way to Denver, Colorado, and from there walked to Deer Trail, a distance of fifty miles, and being entirely out of money and still weak from his long illness, he was unable to go farther. After remaining at Deer Trail for two or three weeks, during which time he worked at odd jobs for his board, he engaged with a cattle shipper, which enabled him to work his passage from Deer Trail to St. Louis, and on

November 28, 1877, he landed at the National Stock Yards, at East St. Louis, with a train load of cattle consigned to the firm of Irons & Cassidy.

On the following day Mr. McDonald found himself in the great city of St. Louis without a nickel in his pocket and not even an acquaintance upon whom he could call for a meal. While strolling down what is now Broadway, he observed a load of coal on the sidewalk, in front of a small restaurant, and he immediately struck

a bargain with the proprietor to shovel in the coal, for which service he obtained the magnificent sum of twenty-five cents and the first square meal he had eaten for many a day. Having informed the proprietor of the restaurant of his misfortunes, the latter generously allowed Mr. McDonald the privilege of working around the restaurant for his board, which position Mr. McDonald filled for six weeks, at the end of which time, through the kindness of Mever



MARSHALL FRANKLIN McDONALD.

Brothers & Company, the wholesale druggists, he obtained a position as drug clerk with Mr. Beatty, who then kept a drug store on Tenth and Olive streets, which position he filled until 1880, when he was appointed clerk in the office of the circuit attorney by Joseph R. Harris, who had been elected to that office. Believing that Mr. McDonald possessed ability of a high order, Mr. Harris persuaded him to read law, and he was admitted to the bar in 1881. During Mr. Harris' illness, Mr. McDonald conducted the business of that important office, and in 1884 he



was elected assistant circuit attorney on the Republican ticket for a term of four years. It was while holding this office that Mr. McDonald began to attract attention as a lawyer, and soon became known as a vigorous prosecutor. During his term of office some of the most celebrated trials in the history of criminal cases were tried in St. Louis, in which he took the leading part, among which were the Preller-Maxwell, and the Chinese Highbinder murder cases, in which his matchless handling of the facts and his wonderful knowledge of the medico-legal questions involved attracted universal attention among the bar throughout the West.

Since retiring from office Mr. McDonald has still further added to his legal reputation by successfully conducting the defense in several important criminal cases, the most recent being the celebrated Vail case, in which Mr. McDonald was pitted against four of the leading criminal lawyers of the West.

His practice is not by any means confined to the criminal law. He is regularly employed by a large number of business firms and corporations. He has a large and growing general practice, and has acquired in less than ten years a standing at the bar of the city and State that many lawyers have not been able to achieve in a life-time.

HOUGH, WARWICK, was born in Loudon county, Virginia, January 26, 1836. In the autumn following, his parents, George W. and Mary C. (Shawen) Hough, moved to St. Louis county, Missouri, and thence, in 1838, to Jefferson City, where they resided until the beginning of the civil war in 1861. His father, George W. Hough, was a man of high character and of recognized ability and influence, and took an active and prominent part in the politics of Missouri from 1842 until the disruption of the social conditions and industrial interests of the State consequent upon the civil war, when he retired from active participation in public affairs. He continued to reside in Jefferson City until his death, in February, 1878.

The subject of this sketch graduated from the State University of Missouri in 1854, and three years later the degree of Master of Arts was conferred upon him, and afterwards, in 1883, the degree of LL.D. In 1854 he was selected from the graduating class by W. W. Hudson, professor of mathematics in the university, to make barometrical observations and calculations for Professor George C. Swallow, the head of the Geological Survey of Missouri at that time. During the same year he was appointed assistant State geologist by Governor Sterling Price. His work in this field was eminently satisfactory, and the full details of it are to be found in the reports of B. F. Shumard and A. B. Meek, printed in the geological reports of the State.

Early in 1857 he entered the law office of Judge E. L. Edwards, of Jefferson City, and for the next two years devoted his entire time to the study of law, and was admitted to the bar in January, 1859.

At the meeting of the Twentieth General Assembly he was elected secretary of the Senate, and served in that capacity during the winters of 1858-59, 1859-60 and 1860-61. In 1860 he formed a law partnership with Hon. J. Proctor Knott, then attorney-general of the State, subsequently a member of Congress from Kentucky, and recently governor of that State. He was appointed adjutant-general by Governor Claiborne F. Jackson, going south with governor Jackson and serving with him until the governor's death, when he was appointed secretary of state by Governor Thomas C. Reynolds, who, as lieutenant-governor, succeeded Governor Jackson, which position he resigned in December, 1863. In February, 1864, he was assigned to duty on the staff of Lieutenant-General Polk. After General Polk's death he served with General Stephen D. Lee, and afterwards on the staff of General Dick Taylor, with whom he surrendered in May, 1865. Unable to return to the practice of law in Missouri after the close of the war, on account of the proscriptive provisions of the Drake Constitution, he opened a law office in Memphis, Tennessee, in 1865, where he resided until the abolition of test-oaths for



Very truly yours  
Harriet H. Knight



attorneys in 1867. In the fall of that year he came back again to Missouri, locating in Kansas City, where he engaged in the practice of his profession until 1874, when he was recommended for the position of judge of the Supreme Court by the entire bar, without distinction of party, of Jackson and adjacent counties.

He received the nomination of the Democratic State Convention for that office, and in November, 1874, was elected a judge of the Supreme Court of the State of Missouri for the period of ten years, from the first day of January, 1875. At the expiration of his term of service on the Supreme Bench, on January 1, 1885, he removed from Jefferson City to the city of St. Louis, and that day entered into partnership, for the practice of the law, with Messrs. John H. Overall and Frederick N. Judson, under the firm name of Hough, Overall & Judson. This copartnership was dissolved by mutual consent on the first day of January, 1890, Judge Hough continuing the practice, in copartnership with his son, Warwick M. Hough, under the firm name of Hough & Hough. More recently Judge Hough has received the appointment of Receiver of the Sioux City & Northern and Sioux City, O'Neill & Northern railroads, (the Pacific short line.)

While he has always been ardently devoted to his profession, Judge Hough has found time to gather a vast fund of knowledge and a wide range of information on every conceivable subject.

Even his scholastic studies did not end with his college days. As a result of this painstaking study and research he is known as one of the best equipped and most scholarly members of the legal profession in the West.

Judge Hough is above the medium height, strongly and compactly built, easy and graceful in his deportment, combining that suavity and dignity that at once bespeaks the man of strong character and individuality, while possessing that gentleness and kindness of manner that so distinctively mark the courteous, well-bred gentleman.

Judge Hough was married in May, 1861, to Miss Nina E. Massey, daughter of Hon. Benjamin F. Massey, of Springfield, Missouri, then secretary of state, and has five children.

FORCE, HOUSTON T., son of Benjamin Ward and Julia (Harper) Force, was born in Charleston, South Carolina, in 1852. Both his parents were thoroughgoing Americans, and their son was taught from infancy to appreciate at their true worth the privileges of true American citizenship. During the early days of South Carolina the Forces were prominent people, and for many years before the war between the States his father was a prominent and wealthy wholesale merchant of Charleston. He received a common school education in Charleston, which was interrupted by the outbreak of the war. When the Federals bombarded Charleston, the Force family sought refuge in middle Georgia, the father and three elder brothers being in the Confederate service. At the age of fifteen young Force secured employment as a book-keeper in a New York manufactory.

He remained in New York until 1870, when he returned to the South and clerked for his father in the wholesale shoe business at Atlanta, Georgia. After two years of this work, and when he was barely twenty years of age, he moved to Memphis, Tennessee, where he engaged in the hat jobbing business. The marked success which crowned his effort in this work prompted him to again seek employment in a metropolitan city, and he accordingly came to St. Louis in 1877, and associated himself with the firm of Watkins & Gilliland, wholesale hat dealers. His services proved to be extremely valuable, and the opening of the year 1882 found him a member of the firm, which was incorporated as the Kimbrough-Scott Hat Company. The company has remained in business ever since, though on the death of Mr. Kimbrough the style was changed to the Scott-Force Hat Company, with Mr. Force as president. The company now stands high in the hat trade, and does an enormous business in all parts of the West and Southwest.



Mr. Force is a self-made man and a genuine philanthropist, doing much good in a quiet, unostentatious manner. He was reared in the Presbyterian faith. He was married in 1876 to Miss Anna Lumpkin, daughter of Colonel John W. Lumpkin, of Tennessee, of the prominent Georgia family of that name, conspicuous in the literary and political history of the State of Georgia.

JOY, CHARLES FREDERICK, ranks among the most prominent lawyers in St. Louis, and he has also proved himself to be a legislator of marked ability and integrity. Mr. Joy is still quite a young man, and has before him a career, both on the bench and in Congress, which is a source of unlimited gratification to his countless friends. He is at the present time practicing his profession in St. Louis, on account of the action of a section of the Democratic members of the fifty-second Congress, who recently unseated him on a technicality. That he was fairly elected over his Democratic opponent in 1892 has never been questioned in St. Louis, or, indeed, in Washington, and his unseating was one of those political blunders which, to use the language of the great French emperor, are worse than crimes.

When the news reached St. Louis that the wishes of the voters of the Ninth Missouri District had been treated with contempt, and that the congressman of their choice had been turned down to make room for his defeated opponent, the greatest indignation was expressed, and at the time of this writing efforts are being made to compel Mr. Joy to accept a renomination and to allow the more honorable among his political opponents an opportunity to vote for him as a protest against an act they all denounce.

The man who will represent the Eleventh District in the fifty-fourth Congress was born in Jacksonville, Illinois, December 11, 1849, his parents being Charles and Georgiana Eunice (Ames) Joy. His preliminary education was received in his native city, after which he entered Yale and graduated in the class of 1874. From Yale young Mr. Joy went to Shamokin, Pennsyl-

vania, where, after studying law for a year, he was admitted to the Pennsylvania bar. He almost immediately came to St. Louis, where he was examined for the State courts by Judge Hamilton, and for the United States courts by Hon. John W. Noble. Passing his examinations without difficulty, he entered into a partnership with Mr. Joseph R. Harris, and practiced with that gentleman until his election for the circuit attorneyship.

Since then Mr. Joy has practiced alone, and has enjoyed a most lucrative and honorable practice. He is regarded as an expert in civil and corporation law, but has also distinguished himself in several criminal cases, notably in the defense of John A. Cockrell for the sensational killing of A. W. Slayback.

In the fall of 1890 he was nominated for Congress for the Ninth District in spite of his protest. The demands of his law practice prevented him from conducting an active campaign, and he was not elected. Two years later he was renominated, but again was unable to make as vigorous a race as he desired, and he repeatedly requested to have his name removed from the ticket. His great personal popularity and his untarnished reputation resulted in his running several hundred votes above his ticket and in his election. His opponent, who had made the race of his life to hold his seat, contested the election, and although the result of the recount increased Mr. Joy's majority considerably, he was, as already stated, unseated to meet a political exigency and without regard to the merits of the contest.

Mr. Joy married, in Salem, Connecticut, Miss Arabel Ordway, daughter of the Rev. Jairus Ordway of that city. Mrs. Joy died in December, 1880, leaving one child which has since died.

NICHOLLS, CHARLES C., although not yet forty years of age, is one of the prominent real estate operators in the West, and St. Louis is greatly indebted to him for his persistent energy and the faith he has shown in the future growth both of the city and of its realty values. He is a



*Chas. F. Jay.*



man of very decided convictions and of the strictest possible business probity. He is one of those men whose word is accepted on every occasion on every subject, and this unique reputation has brought into his hands transactions of an exceptionally large character.

Mr. Nicholls was born in Camden, New Jersey, January 4, 1855. He combines both Old and New England blood, his father being a member of an English family, while his mother was a native of Philadelphia, Pennsylvania. Young Nicholls received an excellent education in the public schools of Philadelphia, and although he left school at quite an early age he first passed through the Philadelphia High School, and being exceptionally studious and well adapted to acquiring information, he was fully equipped for a professional career when he commenced the battle of life.

His first work was as a clerk in a music store, where he remained for five years. During that period he paid a visit to St. Louis, and although at that time the city had not commenced its second growth, he saw at once that its location was such that it was destined to grow from its then existing proportions to those of a great metropolitan city. He accordingly, in September, 1874, located here and secured a position in the very old-established firm of Beard & Brother, manufacturers of iron safes and cotton ties. For one year he acted as assistant book-keeper, during which time his sterling worth was so apparent that he was appointed general manager.

Three years later he had about completed arrangements to go into business, when he was offered an interest in the firm if he would remain in it. He accepted the proposition, and the Beard & Brother Safe and Lock Company was formed, Mr. Nicholls being made secretary of the company and receiving as reward for meritorious service a large interest in it. When Mr. Beard died the company was wound up, Mr. Nicholls acting as administrator and closing out the estate, which was valued at about a quarter of a million.

About eight years ago he opened up a real estate office at 720 Chestnut street, and in 1888 he secured a more favorable location at 713 Chestnut street. In April, 1892, Mr. E. P. V. Ritter, who had just severed his connection with the Famous Shoe and Clothing Company, purchased a half interest in the business, and the Nicholls-Ritter Realty and Financial Company was formed.

Both while he was in business alone and since the forma-



CHARLES C. NICHOLLS.

tion of the last named company very extensive operations have been successfully carried out. Forest Park Place, north of Forest Park, was laid out and a very handsome profit realized on the transaction. The Bonhomme Heights tract is also managed by this company, and also the Chouteau Place tract. Other very large transactions are either in course of progress or just completed, and at this time the firm stands in the front rank of leading real estate operators in St. Louis.

In 1881 Mr. Nicholls married Miss Julia C.



Chamberlain, of this city. Mr. and Mrs. Nicholls have two children.

The family are regular attendants at the Grand Avenue Presbyterian Church, of which church Mr. Nicholls has been an elder about three years.

HEZEL, WALTER M.—Although yet a young man not beyond his twenties, there are few attorneys in St. Louis better known, or more popular, than Walter M. Hezel. He was born August 29, 1866, at Belleville, Illinois, and is the son of Morris and Mary (Bauer) Hezel, the names indicating that from both stems of the genealogical tree he inherited pure German blood.

He acquired a knowledge of the common or rudimentary educational branches in the town in which he was born and spent his youth. Subsequently he received the higher and finishing courses at the Christian Brothers' College, in this city.

In making his choice of a profession, after leaving college, he was fortunate in adopting the law, a profession to which he is well adapted, as subsequent circumstances have proved. He became a student at the St. Louis Law School, and in June, 1884, graduated, and within the same month was admitted to the bar for practice.

Some years since, he became associated with Broadhead & Haessler, and in October, 1891, entered into partnership with Charles S. Broadhead. Mr. Hezel overcame the adverse circumstances that usually beset a young attorney in beginning practice within a time and manner which was very flattering to his ability, and now has a reputation and practice which many attorneys more than twice his age may well envy.

He is enthusiastically interested in public affairs, and was urged a few years ago to become a candidate for prosecuting attorney on an independent ticket. He refused to allow the use of his name, one of his reasons being that he is a staunch Democrat.

Personally he is a good fellow, entertaining

and genial; and taking his wide-extending popularity as a basis, it may confidently be predicted that he may some day have any responsible office to which he may aspire in the gift of either municipality or State.

Mr. Hezel was married October 26, 1892, to Miss Ida L. Gempp, daughter of H. Gempp, a leading druggist of St. Louis.

HAASE, CHARLES, a successful business man, and a carriage manufacturer who is thoroughly conversant with every detail in connection with the business, is a native of Germany, in which country he was born October 7, 1841. His parents were Christ and Sophia (Cook) Haase, by whom he was well educated.

When about twenty-five years of age he decided to emigrate to America, and came to St. Louis in 1868. He secured employment as a woodworker for various firms, and continued as a journeyman for some three years, when he started in business for himself in connection with the old firm of McCall, Lancaster & Haase.

His complete attention was given to carriage manufacturing, and several very valuable improvements were devised and carried out by the partners, and especially by the subject of this sketch, who was a hard worker and an old believer in thoroughness in every detail. Mr. Lancaster died two years after the firm was established, and the name was changed to McCall & Haase. In 1885 the business had assumed such magnitude that it was decided to incorporate under the laws of the State, and the McCall & Haase Carriage Company of to-day came into existence.

The depository of this firm is an exceptionally large one. It is situated at Eighteenth and Pine streets, within two blocks of the new Union Station, and where an immense stock of carriages is carried.

Mr. Haase is well known in social and society circles, and is a popular member of the Legion of Honor, the Royal Arcanum, and the A. O. U. W. In December, 1874, he married Miss Elizabeth Williams, of this city.

TALTY, JOHN A., a prominent lawyer, and a man who is thoroughly versed in every point and technicality of civil law, has worked his way up to his present eminence from small beginnings. He is still quite a young man, his life having commenced just at the outbreak of the war. But, although scarcely thirty-four years of age, he has made his influence and power felt, both in legal and political circles, and has also shown a judicial ability which points very conclusively towards his future success as a judge of one of the higher courts.

Judge Talty is the son of Patrick H. and Catherine (Vaughn) Talty, and he was born in Moline, Illinois, August 22, 1860. He received his education in the schools of his native town, and his first work was as a stenographer in a local mercantile concern. He had already acquired quite a liking for the legal profession, and in May, 1880, he came to St. Louis, actuated very much by a desire to study law and become a member of the legal profession.

With this end in view he accepted a position as stenographer with the firm of Johnson, Lodge & Johnson, working at his desk during the day and studying law at intervals, and especially during the evenings. He made rapid progress with his studies, and was admitted to the bar in 1882, shortly after attaining his majority. He commenced practice almost immediately, and in 1883 he formed a copartnership with Mr. Joseph G. Lodge. He continued with this gentleman until 1890, when Mr. Lodge died,

and Mr. Talty continued practicing alone. He was appointed judge of the Court of Criminal Correction in 1890, and served about a year. He was nominated by the Republican convention in 1891 for the same office, and made an excellent race.

Mr. Talty is by conviction an ardent Republican, and he has taken great interest in local political affairs, being regarded as a party man of great value, both on account of his conservative tendencies, and also of his willingness to

work. He is one of the leaders of the local Republican party and, as already intimated, is marked for early advancement.

Judge Talty is unmarried. He is a member of the Royal Arcanum, and is a charter member of the Oriental Lodge of the A. O. U. W. His handsome personal appearance, his genial manner, and his conspicuous ability, make him one of the most prominent and best respected members of the local bar, and his future is an enviable one.



JOHN A. TALTY.

LUDWIG, CHARLES V. F., is one of the successful and justly and popular physicians of St. Louis. Having had the benefit of education and experience, both in Europe and America, he has made the best of his advantages, and has attained an eminence in the medical profession which is a source of much gratification to his friends.

Dr. Ludwig was born May 5, 1836, in Landau, one of the fortified cities of Rhenish Bavaria. His father, Dr. John V. Ludwig, was a military surgeon in the Ninth Infantry Regiment

of the Bavarian Army. His mother, Josephine J. (Bellon) Ludwig, was the daughter of the ex-mayor of Landau. On both sides of his ancestral tree, Dr. Ludwig is of distinguished descent, and he inherits many of the characteristics which made his ancestors successful and respected in their native country.

Dr. Ludwig graduated from the high school at Landau, and then entered the university at Speyer, where he remained until his parents migrated to America. He accompanied them, and settling in St.

Louis continued his studies and graduated from the St. Louis Medical College, March 6, 1858. After receiving his degree he was appointed resident physician of the O'Fallon Dispensary of the St. Louis Medical College, and assistant surgeon to Dr. Charles A. Pope. He also became curator of the college, an office which he held until the outbreak of the war. He was mustered into the service of the United States Army on the occasion of Lincoln's

first call for troops, and was commissioned assistant surgeon of the Third Regiment of Missouri Infantry Volunteers. He accompanied the regiment through all its engagements during the southwestern expedition under Generals Lyon and Sigel. He was present at the battles of Carthage and Wilson's Creek, and also subsequently he was promoted to the position of regimental surgeon of the First Regiment, Missouri Volunteers. After the battle of Pea Ridge, Arkansas, he became surgeon-in-chief of the Post Hospital at Pacific City, Missouri.

After the war was over Dr. Ludwig resumed the practice of medicine, and in 1866 he invented a system of water filtration of an exceedingly valuable character. Unfortunately, it was not adopted in St. Louis, or the supply from the mains would be of a far more agreeable character. He is a member of the St. Louis Medical Society, the State Medical Association of Missouri, the American Medical Association, the Alumni Association of the St. Louis Medical College, of the Knights of Honor, the A. O. U. W.,

and is a Mason in good standing. The Doctor is also post surgeon of the Frank P. Blair Post of the Grand Army of the Republic.

The Doctor is a Republican in politics, and cast his first vote for President Lincoln. In 1865 he was president of the Charcoal Club, which was formed in the Fifth Ward, now the Third, in opposition to the Claybank Democratic Club.

The Doctor married, September 22, 1858, Miss Emily Gantie, only daughter of Mr. Theodore

and Mrs. Emily Gantie, both from Paris, France. Mr. Gantie was a prosperous merchant and importer of fine cloth, whose place of business was on Main street, between Market and Walnut.

The great fire of 1848 destroyed his entire building and large stock of goods. He was one of the first to rebuild and re-establish his business, in which he continued to be prosperous.

He retired from business in 1860, and died in 1877.



CHARLES V. F. LUDWIG.



Dr. Ludwig was always fascinated with the study of nature's laws and forces. One of his pet studies was aerial navigation, embracing a system the principle of which is jet motion, for which he claims priority.

BLISS, HARMON J.—Of the younger members who are competent to take up the burden and sustain the brilliant record made by the able men who have reflected honor and credit on St. Louis as members of her bar, there is none who excites greater expectations, and none more worthy than the young man whose name is written at the beginning of this brief biography. He has been a member of our bar only a comparatively short term of years, and yet he has won a reputation and success that any young attorney might well be proud of.

Harmon J. Bliss was born in Westfield, Chautauqua county, New York, November 16, 1858. His father, Harmon J., died in 1863, leaving his son and namesake fatherless at the age of five years. But his mother was a woman of high principles of rectitude, self-reliant, and of a strong and excellent character, and the rearing of her son being thus left entirely to her, he was given the best capital that can be inherited by any boy—the knowledge and principles instilled by a mother's teaching. The mother's name, before her marriage, was Mary E. Plumb, and she is yet living at Detroit, Michigan. His mother knew the inestimable advantages of a good education, and the subject of this sketch was early

sent to the common school, and to the academy of his native place, and having finished his course there, he entered Hamilton College, near Utica, New York, from which institution he graduated in 1881, standing high in his class.

Soon after graduation, having selected the law as a profession, he entered the office of Messrs. Williams and Potter, in Buffalo, New York, as a student. After some time passed in the study of the law in Buffalo, he accepted the position of classical instructor in a private school

for boys, in New Orleans, where he removed in the fall of 1883, still pursuing his legal studies when not engaged in the duties of his position. In May, 1885, he removed to St. Louis, with a view of permanently locating for the practice of his profession, and in October of the same year was admitted to the bar. He at once opened an office for practice, and has since continued alone.

Mr. Bliss is considered a young lawyer of much promise.

He is ambitious,

talented, and a student, and his friends do not doubt that he will compel success in his chosen vocation. He is liberal in all his views, and while in political belief he is a staunch Democrat, in nothing is he a bigot. Mr. Bliss is unmarried.

FRUIN, JEREMIAH, is a man of ceaseless energy and great personal magnetism. He has risen to his present prominent position in the city by dint of hard work and by introducing into his business the best methods and the most concise



HARMON J. BLISS.



system. He is vice-president of the Fruin-Bambrick Construction Company, and has worked for many years in connection with Mr. William H. Swift, of whose career we have spoken at length on a preceding page.

Mr. Fruin is a member of the large class of self-made men which has had and still exerts such a conspicuous influence on the destinies of the great West and Southwest. He is not by any means a conspicuous politician, although he has given to practical legislation a great deal of study and attention. His worth as a citizen, and his reliability as a business and professional man, was recently recognized by Governor Stone, who appointed him a police commissioner in St. Louis.

When the appointment was first announced there was some doubt as to whether Mr. Fruin would accept it. The salary attached to the office is purely nominal, and to a man of Mr. Fruin's wealth was a matter of no importance. He had, moreover, no "fish to fry" and no particular ends to serve. A sense of public duty, however, constrained him to accept the appointment, and he has already proved himself to be admirably adapted for the position, displaying executive ability and marked impartiality on every occasion of importance.

To-day Mr. Fruin stands in the foremost rank of reliable, progressive St. Louis men, and he never refused his sanction to any project of a legitimate character calculated to benefit the city in any way.

Mr. Fruin was born in Ireland, on July 6, 1831, but he carries his years so well that he is seldom suspected of being in the sixties. When he was a mere child his parents, John and Catherine Fruin, decided to make their home in this country, and they accordingly landed in New York in 1834 with their young son. His father obtained several contracts from the New York and Brooklyn municipalities, and young Fruin, as soon as he was old enough, commenced to assist in the work. Hence his education was somewhat interfered with, but he obtained at the common schools a good smattering of the rudiments, and being a good reader

and student soon equipped himself for a business career. Life did not prove a bed of roses to him during his boyhood and early manhood, and the lessons of adversity he learned while completing his growth have probably done as much towards insuring his success as the most complete university education and lengthy apprenticeship could possibly have accomplished.

When the war broke out Mr. Fruin's sympathies were naturally with the North, and early in 1861 he came on to St. Louis to accept a position in the quartermaster's department of the Army of the West, under General Fremont. His military service was not a sinecure, for he went through the entire western campaign and was present at such important engagements as Fort Donelson, Shiloh, Fort Henry, Belmont and several others.

After doing his duty to his country, in regard to military service, Mr. Fruin, who was quick to foresee the future in store for St. Louis, promptly decided to locate here, and he at once opened up in a small way in the contracting business. The experience he had acquired in New York and Brooklyn stood him in good stead, and he soon obtained a number of contracts for street excavating, water-works construction and similar work. The prompt and able manner in which these contracts was executed made him exceedingly popular with the municipal authorities, and he carried out a great deal of emergency work with marked success. He also obtained a number of railroad contracts of various kinds, and from the earliest date of his work earned a reputation for thoroughness and reliability.

Uniting himself with Mr. W. H. Swift, he and his partner largely increased their business, and in January, 1885, the Fruin-Bambrick Construction Company was incorporated, with Mr. Fruin as vice-president. At the present time the firm has in hand a large number of most important contracts, and the house is probably without a peer in this line of work in the West. Some of its rapid work in connection with street railroad building during the transit boom in St. Louis has been phenomenal in character,



*Jeremiah Finni*



and has attracted universal praise, especially as the work has been invariably good, irrespective of the time given for its completion.

Prior to locating in St. Louis, Mr. Fruin married Miss Katherine Carroll, of Brooklyn. He has two grown children—one of them a son and the other a daughter.

SCHUNMAN, CHARLES HENRY, son of Henry and Jane C. (Smith) Schunman, was born in St. Louis, May 14, 1854. He received his early education in the public schools of this city, graduating from the High School, after which he spent two years at Cornell University. At the age of twenty-one he went into his father's office as collector, his father being in the coal and street sprinkling business. This position he filled for some years, when he was advanced to the position of book-keeper, and kept the books of the firm until his father's death, which occurred in June, 1890, just as he was

making arrangements to retire from active business. After settling up his father's estate he, in company with his brother-in-law (Mr. A. T. Stevens) and Mr. William C. Abbott, founded the firm of Stevens, Schunman & Company—Mr. Schunman becoming vice-president and treasurer—dealers in all sorts of farm implements and machinery, as well as a fine line of buggies, surreys, phaetons, etc., for both country and city trade.

October 1, 1891, or just one year after they had started, the firm became an incorporated

company, and their display at the St. Louis Fair of 1891 was one of the features of that exhibition, and was much remarked on.

Mr. Schunman was married on April 20, 1887, to Mrs. Nellie Uhl Bachtly, but had the misfortune to lose her by death June 30, 1888.

MARTIN, TILLY ALEXANDER, was born near the town of Miami, Saline county, Missouri, January 11, 1849. He attended the common schools until the age of seventeen, when he took

a course at Prichett Institute at Glasgow, Missouri. He then, under the tutorship of Dr. Benson, of Miami, began the study of medicine. At the age of nineteen he matriculated at Bellevue Hospital Medical College, New York, and after attending two winter and one summer course of lectures at that college, passed a successful competitive examination for a position as house physician for the Children's Hospital, of New York.

He next accepted the position of house

physician to the lunatic asylum on Blackwell's Island, containing at that time about twelve hundred patients. After a service of one year he resigned and came west, locating at Dalton, Chariton county, Missouri, entering very soon into a large and general practice.

Among the poor he was especially helpful and sympathetic: not only when necessary did he furnish his services free, but also medicines, and not infrequently the necessities of life. Although not rich himself, he invariably refuses compensation from those who are palpably



CHAS. H. SCHUNMAN.



unable to pay. Many a fee has he returned with the advice to wait until better able to liquidate the debt. He is of robust physique, in stature six feet, in weight something over two hundred pounds, of a rather modest and retiring disposition, but to friends always jovial and companionable. After a large and extensive practice in the country of fifteen years' duration, he located at St. Louis in 1885.

In 1886 he accepted the position of lecturer on the diseases of children in the Missouri Medical College. In 1887 he was called to fill the position of clinical professor of diseases of children, and lecturer on hygiene and dietetics. In addition to these responsible duties he has charge of and attends the largest children's clinic—at the Missouri Medical College—probably west of New York.

BERNAYS, AUGUSTUS CHARLES, son of Augustus Charles and Minna Bertrand (Doering) Bernays, was born at Highland, St. Clair county, Illinois, October 13, 1854. His father was a prominent physician, and his mother a woman of the highest culture. The latter was a teacher at St. Mary's Hall, London, and a member of a devout Christian family, and while in London, Dr. Bernays, Sr., who was of Hebrew parentage but had been Christianized, met Miss Doering, and after locating in St. Louis sent for her and married her here.

Young Bernays' early education was superintended by his mother and an aunt, who carefully instructed him in German, grammar and French. His first schooling was received at a common school in St. Louis, Missouri. He was graduated at McKendree College, Lebanon, Illinois, in 1872, taking the degree of A.B. In October of the same year he entered the University of Heidelberg, matriculating as a student in the medical department. He was kept closely at his studies for four years and then passed the examination for the degree of M.D., in July 1876, taking the highest honors. He was the first American-born student to take that degree "*summa cura laude*" at the University of Heidelberg, which fact was commented on in

the English and American university magazines. After graduating he served a term as assistant house surgeon in the Academic Hospital at Heidelberg, under the great surgeon Prof. Gustav Simon, and Prof. Hermann Lossen.

In 1877 Dr. Bernays went to England, and in the autumn of that year qualified for and passed the examination for the degree of Member of the Royal College of Surgeons of England, which is equal to the State's examination in Germany, and entitles the holder to practice anywhere in Great Britain and the Colonies.

Having returned to this country, Dr. Bernays began the practice of surgery in St. Louis, Missouri, and in 1883 was elected professor of anatomy and clinical surgery in the College of Physicians and Surgeons of this city. Besides teaching anatomy, which is his special and most favorite work, he has been the leader in aggressive and original surgery. A series of monographs, about twenty-five in number, published under the title of "Chips from a Surgeon's Workshop," have recorded the progress of his work.

In 1889 Dr. Bernays performed the first successful Cæsarean section in the State of Missouri, saving both mother and child. At the International Congress of Medicine at Berlin in 1890, where Prof. Bernays was secretary of the surgical section, he read a paper on the treatment of intestinal wounds which caused much favorable comment and was reprinted in every civilized country. Another contribution is a new operation for the treatment of retroflexion of the uterus, February, 1890.

Professor Bernays' practice is, perhaps, the largest of any surgeon in the West, and besides his private work he devotes a great deal of time to teaching surgery and operating in the charitable institutions of the city of St. Louis.

"Dr. Bernays' strongest points," writes Dr. I. N. Love, the eminent medical journalist, "are as a teacher of anatomy and as a clinical teacher. He has the gift of being able to change the usual didactic and very tiresome method of lecturing on anatomy into a most interesting demonstration. By using colored chalk upon



*A. C. Bernays.*



the blackboard to illustrate every detail of form and relative location of the parts, the points usually difficult to explain to students are made clear and are readily understood. It is in the surgical clinic as a diagnostician and operator, however, where Dr. Bernays finds the most admirers. His very strict and careful training in pathology have given him an insight into the processes of disease which give him such knowledge as he can use to the greatest advantage in the clinics in making diagnoses.

"Nature has been very lavish in giving Dr. Bernays such organs of sense and motion as were capable of being trained to a high degree of acuteness and of dexterity. As an operator he is an artist. His results are such as to command the admiration and receive the highest praise from his co-workers in the profession. Perhaps no operator was ever more sought after by younger men in the profession who desire to perfect themselves in the most advanced departments of surgery, and it may be truthfully said that Dr. Bernays is sent for to perform surgical work by a larger number of his colleagues in the city than any other surgeon since the death of the lamented Dr. John T. Hodgen.

"One of the striking characteristics of Dr. Bernays is his utter disregard for money for money's sake. He is so absorbed with the scientific and artistic features of his work as to have almost a morbid distaste for the financial part of it. This latterly he has escaped by having a business manager, who takes charge of all the financial details of his life. Dr. Bernays is professor of anatomy and surgical pathology in the Marion-Sims College of Medicine and the Woman's Medical College of St. Louis. His reputation is wide-spread, and his cases come to him from every State in the Union, he having been called repeatedly into the Territories and even as far west as San Francisco to do surgical work. His generosity, not only in the matter of money, but in the direction of assisting other operators to learn by example all the details of surgical technique, is unparalleled. He is consistently exclusively a surgeon.

"After having observed him carefully from every standpoint for nearly twenty years, I do not hesitate to say he is one of the most remarkable men within my knowledge. To sum up, he is a consummate artist, skirting the border line of genius, possessing that which is rare among such, the genius of hard work, and in his family relations with his aged relatives and affectionate sisters he is as tender as a woman, and in addition possesses those qualities essential to the making of a good friend, the disposition to stay with his friend through thick and thin. He belongs not to the class that work their friends, but to those who work for them. He is a born optimist and ready to forgive those who offend. He is in the prime of life, in the zenith of his fame, which is world-wide."

SPENCER, HORATIO N., son of Horatio N. and Sarah Marshall Spencer, was born at Port Gibson, Mississippi, July 7, 1842. He attended the private schools of his native county and then entered the Alabama University, where he graduated at the age of eighteen.

His sympathies were naturally with the South, and he served in the Confederate Army, suffering much privation and hardship, but never flinching or shirking a duty. At the close of the war he took up the study of medicine, and, in order to thoroughly qualify himself, he entered the College of Physicians and Surgeons at New York City, where he graduated in 1868. He then crossed the Atlantic, and after continuing his studies in Europe, and perfecting himself for his chosen profession, he came to St. Louis in 1870, where he settled permanently, entered upon the practice of medicine and speedily obtained a large and lucrative practice.

He is professor of diseases of the ear at the Missouri Medical College, and ranks high as a physician of skill and reliability.

His first wife, a Miss Kirkland, died in the year 1885, and the Doctor married Miss Lila Dwight, of Charleston, South Carolina, two years later.

By his first marriage he had five children—three daughters and two sons.



POLLMAN, HENRY CLAY, president of the firm of H. C. Pollman & Brother, coal merchants and sprinkling contractors, was born in New York, October 7, 1847. He is the son of Frederick C. and Elizabeth Pollman, the former being at one time lieutenant-colonel in the Fourth Missouri Regiment.

When Henry Clay was quite young, Mr. and Mrs. Pollman moved to St. Louis, and such education as the lad received was acquired in this city. He went to school during three winters, but at the age of ten he was sent to work in a brick yard.

He continued at this work until he was thirteen, when he enlisted under Colonel Stiefel in the Fifth Missouri Volunteer militia. He only enlisted for three months' service, but as soon as he was mustered out he re-enlisted in the Fourth Missouri Volunteers, serving with this regiment for two years and six months. His active service in the field terminated at the battle of Big River in Southeast Missouri, when he was captured by the enemy while on a foraging expedition.

The war over, he was apprenticed to the plastering business, at which he served for five years, learning it very thoroughly. He then served for two years as a journeyman, and after this went into business for himself, continuing until the year 1877.

Then, with a nominal capital, he commenced the coal and wood business, at his present location. He opened up under most unfortunate conditions, as he was over a thousand dollars in debt,

having lost heavily on a row of houses which he built, and which the panic of 1876 depreciated in value to such an extent as to well-nigh ruin the young plasterer. But his credit was good, and his reputation for honesty and hard work was so high that he made rapid strides in his business, and within two years had not only the satisfaction of having paid off the entire debt, but had also laid the foundation for a successful business. For upwards of eight years he drove a team of his own, kept his own

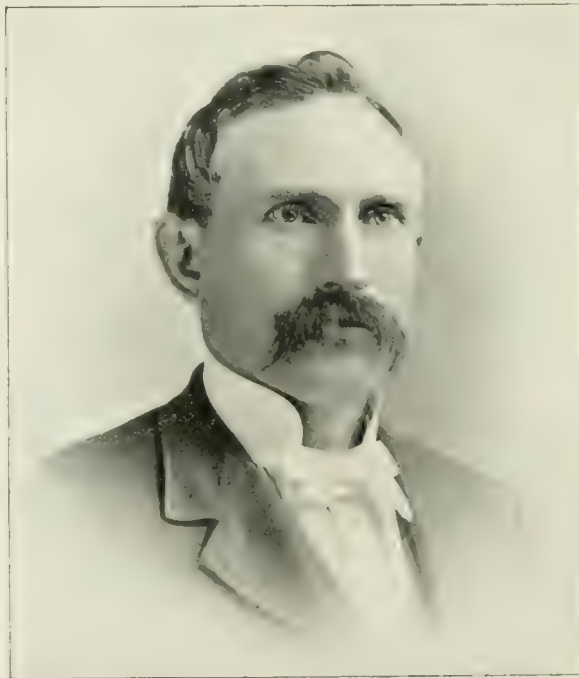
books and attended to his own work entirely.

In addition to sprinkling work Mr. Pollman does a large jobbing coal business, and is also working up one of the largest retail coal businesses in the city.

Mr. Pollman's career is a remarkable one, for he is now, at the age of forty-six, on the high road to wealth and prosperity. He has maintained through the vicissitudes of his career a highly upright and honorable reputation,

and is looked upon, generally, as a man in whose word implicit reliance can be placed.

Mr. Pollman married on June 17, 1869, Miss Violet Morange, of Harrisburg, Pennsylvania, daughter of the late vice-president of the Erie Central Railway. Mrs. Pollman died on November 24, 1890, leaving one daughter, Miss Florence Mercedes, who is now a handsome young lady of sixteen years. Mr. Pollman has subsequently married Miss Ellen Koops, of St. Louis, and has one baby daughter, Violet Margaret.



HENRY C. POLLMAN.

MOTT, FREDERICK W.—One to whom the people of South St. Louis and Carondelet are deeply indebted as one of the most energetic and progressive factors in the growth of that part of the metropolis, is the aforementioned gentleman, who was born in New York City, December 2, 1849, and is the son of John and Annie (Thiel) Mott. When but eight years of age he was brought west, locating at Carlinville, Illinois. In this village he received the elements of an education at the common schools,

and later attended Blackburn University in that town.

In 1865 young Mott, being then about sixteen years old, came to St. Louis. His father had died previous to this time at Brooklyn, New York, and the young man realized that he was left in a position where he must largely depend on his own efforts for whatever worldly benefits he received in future. After reaching St. Louis he continued his schooling, and was the first pupil admitted to the Blow

School of South St. Louis, after its completion. After completing his common school course, he was, in 1867, admitted to the High School, which institution he left to begin the active business of life.

His first employment was as messenger boy for the Life Association of America. He did not here have to earn promotion by tiresome and long-continued efforts, as his shrewdness and ability were so apparent to his employers that after but ten days' service he was promoted at one stage from messenger to private secretary

of the general manager. That this gentleman's estimate of his capacity was wholly correct was shown by a promotion which followed, and by which he was made assistant secretary of the company. In 1878 honors of a still wider and deeper complimentary character were conferred on him, when by his fellow-citizens he was elected to the State Legislature as the representative of a St. Louis district, and he accordingly resigned his office with the company to enter the service of the people. That he proved

both worthy and able in this, as in trusts of a less responsible nature, is shown by the fact that he represented this district three successive terms.

While yet one of the State's legislators he began agitating the scheme of building a rapid transit line of street railway from Carondelet to a central part of the city. He was not content with agitation merely, but soon began the work of organizing the Southern Railway Company, which constructed the elec-



FREDERICK W. MOTT.

tric line that now connects Carondelet with Sixth and Market streets. This appreciated wonderfully the real estate values in the South End, and Mr. Mott, realizing the profit to be gained by investment therein, after a time resigned his office as vice-president of the Southern Railway Company and became a real estate dealer and agent. But one thing has never seemed to furnish enough work to absorb all his extraordinary energy, and in a short time he began the organization of the Svenite Granite Company, under the instructions of Wm. R.

Allen. This is the company which first introduced and paved the city with granite.

At the solicitation of his friends, Mr. Mott, in 1883, again entered politics in an official capacity. In that year he was a factor in breaking a dead-lock in the City Council, which went to pieces when his name was presented as the collector of water rates. To this place he was unanimously elected and served four years, or until the appointment of his successor, Joseph Temple, by the incoming Democratic administration. In 1886 he became a standard bearer on his party's State ticket, being a candidate for secretary of state. He was beaten by Les-sueur, but received a majority of 11,000 votes in St. Louis. Mr. Mott has always been an ardent Republican, and is a power in both commercial and political affairs of the South End, and his friends say his future in both fields is of the brightest. It should not be forgotten, in this connection, that he served eight years as a member of the State Republican Committee, and was the secretary of the body during that period, or, that he was a delegate to the Chicago National Convention which nominated Blaine and Logan.

Mr. Mott is still in the real estate business, which he has carried forward successfully, except when interrupted by the duties of public office. He is an active Mason, and has been a member of Good Hope Lodge, No. 218, since 1875, and is a Past Master of the same.

Mr. Mott married, in 1871, Miss Isabella S. Rutherford, of this city. She is the daughter of Archibald S. Rutherford, who was one of the city's earliest merchants, and was the founder of the present house of Scruggs, Vandervoort & Barney. Mr. and Mrs. Mott have two children—both sons—aged, respectively, eighteen and twenty-two years.

FIELD, JAMES AIDEN, son of James and Mary (Landon) Field, was born at Delaware, Ohio, August 26, 1831. He received his education at the Ohio Wesleyan University, and also took a course and graduated at Lukes' Commercial College at Cincinnati, Ohio. After he left school, he, in 1850, in company with his brother, went

into the mercantile business at Prospect, Ohio, where they did a good business until the fall of 1853, when they sold out their interest in Prospect, and Mr. Field went to Columbus, Ohio, where he became a teacher in "Granger's Commercial College." This position he held for five years, when he quit and again went into the mercantile business, this time at Plymouth, Ohio, where he remained for two years, or until the war broke out, when, in order to offer his services to his country, he sold out his business for a second time, and raised a company.

Later, he went to Marion, Ohio, and became a member of the firm of G. H. Kling & Company, where he stayed for eight years, when he sold out his interest to his partners, and in October, 1868, came to St. Louis and took charge of the agricultural implement department of Swan, Ogden & Company (of which firm he was a member), at 602 North Main street. Upon the death of Mr. Swan in 1872, the firm dissolved, and Mr. Field reorganized it under the name of Buford & Field, doing business at 922 North Second street. In 1878 (spring) the firm dissolved, Mr. Buford going to Kansas City, and Mr. Field branching out as a manufacturer of sugar cane machinery and tread mills, as Jas. A. Field & Company. In the same year he removed his entire plant to 1622 North Eighth street, where he has been ever since, and where each year shows an increase of business over the preceding.

Mr. Field is a member of the Goode Avenue M. E. Church, and he is also a director of the Piasa Bluffs Assembly; of the St. Louis Deacons' Home; of the Bishop's Residence Company, and of the McKendree College at Lebanon, Illinois, and secretary of the board of directors of the Carleton College, at Farmington, Missouri.

On the 18th of March, 1892, he was elected lay delegate to the general conference of the M. E. Church, which met May 1st, at Omaha, Nebraska, receiving seventy-six of the ninety-two votes cast. Mr. Field has never held political offices, nor had political aspirations, taking no further interest in politics than enough to be very careful to deposit his ballot for



the right party at each and every election.

He was married March 23, 1856, to Miss Lydia A. Short, in Columbus, Ohio.

**COLLINS, MARTIN.**—This prominent Mason and insurance expert is upwards of sixty years of age, having been born in Lancaster county, Pennsylvania, in the year 1826. He is, however, a man of excellent preservation, and is very frequently mistaken for a much younger man. His excellent physique and his genial manner make him conspicuous among his co-workers, and during his long connection with this city he has earned and maintained the respect of all with whom he has come in contact, and more especially of members of the Masonic fraternity.

His early education was received in country schools in his native county, and his first work was in a country drug store, where he combined the offices of clerk, book-keeper and salesman, and generally superintended the business. All the work which devolved upon him was well carried out, but the utter absence of any prospect of advancement induced him to go west in search of a more promising field of labor, although his friends tried to dissuade him on account of the difficulties in the way.

Hence it was that just half a century ago he found himself in St. Louis, after a tedious journey from Philadelphia, which occupied nearly three weeks, during which time he had to ride on canal-boats and stages, and short sec-

tions of railroad. For nine years Mr. Collins worked in a fancy dry goods store in this city, and in 1852 he had saved enough money from his earnings to start in business for himself. Associating himself with a friend, the firm of Rosenheim & Collins was formed, and for six years it conducted a prosperous business. It was then dissolved, and Mr. Collins was appointed, by Mayor Daniel G. Taylor, register of water rates. He proved the right man in the right place, and was reappointed by two successive mayors, an

honor to which few men have attained in municipal affairs.

About thirty years ago Mr. Collins turned his attention to fire insurance business, and was appointed agent for some of the largest companies on the continent. His business gradually increased, until he is now the head of the firm of Martin Collins, Son & Company, which ranks among the most important firms in the country.

He is a Mason of good standing, and has given to the af-

fairs of the order his most careful and conspicuous attention, having held a large number of offices in it, and having earned the reputation of being exceptionally loyal, even among such a traditionally loyal class as the Masons.

He married, during the days of his comparative poverty, a daughter of Captain Crab, of the United States Marine Service.

Mr. and Mrs. Collins have had seven children, of whom three are now living and beyond the stage of childhood.



MARTIN COLLINS.



PAULY, PETER JOSEPH, son of Christian and Catharine (Holtzhaner) Pauly, was born near Coblenz on the Rhine, Germany, May 23, 1832. He was educated in the Government free schools until fourteen years of age, when his family came to America, and located in St. Louis. In 1846, the year the Pauly family settled on the banks of the Mississippi, Peter was hired out at \$3.00 a month to learn the trade of blacksmith, in which his father was engaged. He assisted his father in the shop until he was about sixteen, when the family moved to Illinois, where Mr. Pauly, Sr., combined agriculture and blacksmithing. His son accompanied him, but finding little scope for himself in the country, returned to St. Louis in 1849 and entered the foundry and machine shop of Samuel Gatey to learn the trade of machinist and blacksmith. He served for two years, and then for another year with Mr. Jno. T. Dowdall. His next position was in the Missouri Pacific Machine Shops, just opened, and after working for a year and a half he secured a position in an extensive foundry, where he was appointed foreman of the blacksmith shop. After holding this position for a year he returned to Mr. Gatey, and for another year took charge of his first fire.

In 1856 Mr. Pauly, joined by his brother John, established the business of P. J. Pauly & Brother, steamboat blacksmiths. The firm continued in this business until 1870, when, owing to the decrease in the number of boats plying on the Mississippi, the brothers made a specialty of jail and prison building, Mr. Pauly securing a number of very valuable patents and soon becoming the greatest jail builder in the United States, and probably in the world.

In 1877 Pauly Brothers found it necessary to secure larger premises, and the factory occupying half a block was erected at 2215 South DeKalb street. Business continued to grow in a most satisfactory manner, and in 1885 the firm was incorporated as the Pauly Jail Building and Manufacturing Company, with a capital stock of \$150,000. Since the incorporation, the business has grown even more rapidly than before, and the company has erected jails in nearly

every State in the Union, great satisfaction being expressed with all the work transacted. In 1889 Mr. Pauly retired from the active management and took a trip to Europe, visiting the scenes of his childhood and remaining for several months on the banks of the Rhine.

Mr. Pauly is a member of several clubs, including the Union of St. Louis. He is also a prominent member of the Merchants' Exchange, and president of the Commonwealth Casualty Company of Missouri. He is also one of the old fire laddies, having been a member of the Company No. 4, of the Volunteer Firemen, and being now a member of the Veteran Firemen's Historical Society.

Mr. Pauly is a Democrat in politics, and has always taken an active interest in the welfare of the party. In 1856 he canvassed the city for the Buchanan ticket, with great success. He has been a member of the Democratic Central Committee on several occasions, but has always refused to hold office or accept any remuneration for political work. He has figured prominently on the Democratic State Committee, and was a member of that body when the great political change from radicalism to conservatism was made, and he was also prominent in the efforts which resulted in restoring the franchises to 60,000 or 70,000 residents of the State. In the same year, 1870, he was nominated for the State Legislature, much against his will, but having accepted the nomination, he worked so zealously that although the district had a Republican majority of 750, he was easily elected.

While in the Legislature he was influential in securing the passage of a bill giving to St. Louis Forest, O'Fallon and Carondelet parks.

In 1873 he was specie collector for a short period, and then retired finally from politics, on account of the pressure of his business affairs.

Mr. Pauly married October 9, 1853, Miss Catharine Hahn, of St. Louis. Mr. and Mrs. Pauly have had six children, of whom four are now living.

MCCREERY, WAYMAN CROW, son of Phocian R. McCreery and Mary Jane (Hynes) McCreery, was born in St. Louis in the year 1851. His father was born in Kentucky, but had settled in St. Louis eleven years previous to Wayman's birth, and had gone into the dry goods business in partnership with Mr. Wayman Crow, the firm being known as Crow, McCreery & Company. It did a very large amount of profitable business, and Mr. McCreery invested much of his share of the profits in real estate. His name is connected

with some of the best buildings in the city, including the building at the corner of Broadway and Chestnut street, now known as Hurst's Hotel, which was erected in 1861, and which was, at that time, the finest building in the city. His enterprise proved a great stimulus to the erection of costly office and public buildings, and his example was very generally followed. His mother, Mary Jane McCreery, was a daughter of Colonel Andrew Hynes, of Nashville, Tennessee, who was a bosom friend of General Andrew Jackson.

Young Wayman received his educational training at the Washington University, where he remained until he was eighteen years of age. He was an apt and industrious pupil and made rapid progress in his studies. On leaving the Washington University he went to Racine, Wisconsin, where he received a thorough university education, graduating with high honors in the year 1871.

Returning to the city of his birth and early

days, he became connected with the dry goods firm of Crow & McCreery, remaining with it for three years. He then entered the real estate business in partnership with Mr. James Towers, the firm name being McCreery & Towers, with offices at 705 Pine street. The firm continued as thus constituted for a period of twelve years, when Mr. Towers withdrew from the partnership, and Mr. McCreery continued in business alone, at 715 Chestnut street. There is no real estate agent in the West more highly respected

or looked up to than Mr. McCreery. He has been appointed sole agent for the magnificent Security Building on Fourth and Locust streets, in which his offices are now located. His principal work during recent years has been the management and control of large and valuable estates, and he has been uniquely successful in the platting out and development of valuable tracts of land. He was in practical control of the Concordia tract containing fourteen acres, which he sub-



WAYMAN CROW MCCREERY.

divided and sold at a very substantial profit for the owners. He also negotiated the ninety-nine years' lease of the corner of Tenth and Olive streets, now occupied by the Bell Telephone Company, and he is practically the pioneer of the long term system in this city.

Mr. McCreery is now consulted by large capitalists as to the best method of investing in St. Louis realty, and is known as one of the most impartial and conservative men in the city. His advice is invariably accepted, and his clients following it have almost invariably

made exceedingly handsome profits. Mr. McCreery is now a very wealthy man, but he is kind and courteous to all, and may be regarded as a type of the business men who have forced St. Louis to the front and made it one of the most important cities in the world, commercially, socially and otherwise. He is a notary public, and, although not in practice as an attorney, is well read in real estate law.

Mr. McCreery is a member of the Legion of Honor, and a very active worker in its behalf. A great deal of his spare time is devoted to music. He is the composer of the opera "L'Afrique," which was produced at the Olympic in 1880 with great success. He was also at the head of the St. Louis Musical Union in connection with Mr. Waldauer, and for upwards of seventeen years he has been musical director at Christ Church Cathedral, and he is also president of the St. Louis Glee Club. Mr. McCreery has always labored earnestly with a view of elevating the music of the city.

He married in the year 1875 Miss Mary Louisa Carr, daughter of Dabney Carr, and granddaughter of Judge Carr, so well known in East St. Louis. They have four children—Mary Louisa, Christine, Wayman and Andrew.

SIMMONS, STANLEY WELLS, son of Charles W. and Emily (White) Simmons, was born in New York City, in 1845. Mr. C. W. Simmons was a merchant in active business, and Stanley's early days were spent at Yonkers and Tarrytown, on the beautiful Hudson. His early education was received at the Collegiate Institute at Yonkers and at the Paulding Institute, Tarrytown. At the age of seventeen he entered upon his business career as clerk in a wholesale millinery house in New York City, where he remained until 1866, when, with his parents, he removed to Columbus, Ohio.

Having now attained his majority he engaged with his father in the wholesale millinery business in their new home. At the expiration of five years, in 1871, Mr. Simmons severed his connection with his father and came to St. Louis. He here accepted a position with the

wholesale millinery firm of Waters, Todd & Company. This firm underwent several changes, and for some years previous to July 1, 1887, was known as Pratt, Todd & Company. At this time, Mr. Todd having died, Mr. Simmons became associated with Mr. Pratt, and the firm name was again changed to Pratt, Simmons & Krausnick, with much of the active management falling under Mr. Simmons' care.

Mr. Simmons is looked upon as an expert by members of the millinery trade. He is of good family, his father having served as secretary of the St. Louis Cotton Exchange and held several other important positions, but being one of twelve children, he had to a great extent to make his own way in the world, and he has climbed to the top of the ladder by combining tact and industry to a marked degree. During the last five years the volume of business transacted by his firm has more than doubled, but there has never been any confusion or anything in the way of a rush. By adopting a good system and adhering to it, Mr. Simmons has been able to map out a very ambitious programme, and then to set out and carry it to perfection in every detail. He is a very prominent citizen of St. Louis, although of a somewhat retiring disposition. He resides at Webster Groves, owning one of the handsomest residences in that popular suburb. He is a member of the Mercantile Club and of other commercial associations.

Mr. Simmons was married in 1869 to Miss Rashil, of Columbus, Ohio.

ATWOOD, JOHN C., son of Dr. LeGrand and Mrs. E. J. Atwood, was born in the old Marmaduke mansion near Marshall, Saline county, Missouri, on June 3, 1863. The Doctor is a native of Cowan, and had resided up to the time of his marriage at Shelbyville, Tennessee. He moved to St. Louis while John C. was a boy, and it was in the public schools of St. Louis county that the latter was educated. At the age of sixteen he was nominated as a cadet midshipman in the United States navy. He passed the necessary examination at Annapolis, and received his appointment as a cadet midship-



man in June, 1880, just as he attained his seventeenth birthday.

He at once entered the service on board the United States steamship *Dale*, and took a cruise on that vessel. In September, 1880, he returned to Annapolis and pursued his studies at that point with a view to securing a commission as an officer in the United States navy. He continued studying until April, 1883, taking a summer cruise each year on the steamship *Constellation*. After further traveling he came back to St. Louis, where he was appointed clerk at the Lindell.

He next became entry and bill clerk for a large wholesale furniture and carpet house, and in May, 1886, he again bettered his position by becoming gauger in the United States Internal Revenue service. Before he had held this position for more than a month he was promoted to deputy collector of internal revenue for the first district of Missouri. He demonstrated his ability in this capacity so rapidly that four months later, when he was but twenty-two years of age, he was made chief deputy collector of internal revenue for the district, having the honor of being the youngest collector ever appointed.

While acting as deputy collector he studied commercial law for a period of eighteen months at the St. Louis Law School, and, retiring from the internal revenue service in November, 1889, accepted a position as assistant manager of the National Ammonia Company, which he still holds. Mr. Atwood, while young in years, has

proved himself to be an exceedingly able business man, and is fully competent to discharge the numerous and important duties which fall to his office.

COLLINS, MONROE R., JR., is a man whose name is familiar to most St. Louisans. He was born and reared in this city, and his family is a conspicuous one, he being the grand-nephew of Jesse and Peter Lindell, and one of the principal heirs of the vast estate of that wealthy family. Especially is Mr. Collins well known in real estate circles, not only on account of the wide extent of his deals in that line, but also because of the rare business energy and ability he has brought to bear on the business.

He was born February 8, 1854, and received the finishing courses of his education at Washington University. On leaving school he entered on a mercantile career, beginning as a clerk in the wholesale grocery house of J. D.

Wells & Company. In 1879 he entered into a partnership with Delos R. Haynes, and together they embarked in the real estate business. This arrangement continued up to 1884, when the partnership was dissolved and he organized the firm of which he is the present head.

He does a regular real estate business, rents, buys, sells, collects, acts as agent for investors, etc., and the history of his transactions have been marked by the large number of important transfers he has closed and the number of big foreign investors he represents here. Remark-



MONROE R. COLLINS, JR.



ably sound judgment has characterized all his moves in the real estate field, and to this is doubtless due his conspicuous success. Mr. Collins was induced by his friends several years ago to become a candidate for the House of Delegates. He was elected, and during his incumbency made a most efficient and able public servant, acting as chairman of the ways and means committee and as speaker *pro tem*.

Mr. Collins is a young man, and from what he has already accomplished gives great promise of rising to a high position in the commercial world.

JANNIPOULO, DEMETRIUS, Consul of Greece at St. Louis, Royal Greek Commissioner at the World's Columbian Exposition, and the most prominent tent and awning manufacturer and merchant in the United States, is a man with a most interesting history. His discouragements have been sufficiently numerous to have broken the spirit of almost any man, but to him every trouble has been an incentive to further exertion, and as a result he has risen to a position of eminence and wealth which entitles him to the respect of the citizens of the country of his adoption, as well as the subjects of the King of Greece, of which country Mr. Jannopoulos is a native.

He was born in Thessaly, in Volo province, at the foot of the historical Mount Pelion. His father, Mr. John Jannopoulos, was one of the organization known as the "Friends of Greece," and fought in the heroic struggle for liberty against the Turks, some seventy years ago. Although the struggle for liberty was in the end successful, the province of Thessaly, in which Mr. Jannopoulos resided, did not become a portion of the kingdom of Greece until after his death, so that he did not live to see the consummation of his most devout wish.

Young Demetrius received a rudimentary education in Thessaly, and then went to Smyrna, Turkey, where he studied for a short time. He came on to this country when a mere boy. Landing in New York practically without funds, he sought a position and obtained one in a mer-

cantile house, where he remained for about eighteen months. He then returned to Europe, rather as a visitor than otherwise, as he had fully determined to make the United States his permanent home. Connecting himself with a large exporting house in the English metropolis he traveled as a buyer for merchandise shipped to Europe and Asia, and it was during this time that he perfected himself in his education and became the master of several different languages, all of which he speaks fluently.

After a year and a half of this work the firm with which he was identified closed up its business, and Mr. Jannopoulos returned to this country. After a short sojourn in New York he went on to Chicago, where he was overtaken by the great fire, which consumed nearly all his earthly possessions.

In November, 1871, he came to St. Louis, and purchased a patent covering a heating apparatus for buildings. He devoted his attention to this work for about a year and a half, and then, finding insufficient scope for his energy, he, in the year 1873, started in the tent and awning business on a very small scale, on Market street, near Main. His capital was about three hundred dollars, and it was only his indomitable push and energy which enabled him to establish a business on such an insignificant foundation. Before many years had elapsed, however, he had the largest tent and awning business in the country, and for some years he has been absolutely at the head of the profession, no other city in the country being able to compete with his house for large contracts. Combining exceptional commercial tact with unique inventive ability, Mr. Jannopoulos has made the very best of his opportunities. Twelve different patents on his own inventions have proved remarkably successful, and he was the first man in this line to introduce steam power and the latest improvements, so as to make it possible to manufacture tents on a wholesale scale. During the great railroad building boom in the West and Southwest Mr. Jannopoulos supplied thousands of tents for use by the constructors, and he has also filled some excep-



*Samuel P. ...*



tionally large contracts for the United States government. On the occasion of the Grand Army of the Republic holding its encampment at Columbus, he shipped ten car-loads of tents to that town for the convenience of the old soldiers, and to many other cities for such occasions.

In 1880 the Market street premises being entirely outgrown, Mr. Jannopoulos leased a house on Chestnut street, and in the following year purchased the house, as well as some adjoining property. On this land he built an addition four stories high, and completed the most complete and model tent and awning factory in the world. Ten years after he had started in business with a nominal capital he incorporated his concern, with a capital of a hundred thousand dollars, retaining ninety-five per cent of the stock, and being appointed president of the company. The Jannopoulos Tent and Awning Company to-day is the largest concern of its kind in the United States, and its president also occupies the position of a dry goods commission man. In 1887 Mr. Jannopoulos contracted for the entire supply of two large duck mills, of which no one could purchase the product, except from him. In 1890 the cotton duck mill at West Point, Georgia, suspended in consequence of internal difficulties. Mr. Jannopoulos hurried down South, advanced the necessary money to reorganize the company, reopened the works, and was appointed president and treasurer. He ran the mills for about two years, and then disposed of his interest.

In 1884 Mr. Jannopoulos took a trip to Europe, and on his return purchased a country residence at Webster Groves. He immediately drew up his own plans, superintended the construction of the house, and laid out the grounds, consisting of twenty-two acres, into a magnificent park and flower garden. He has expended about seventy thousand dollars on this work, and his home is now the most elegant in St. Louis county.

About two years ago Mr. Jannopoulos installed as mistress in this palatial home Miss Helen Phiambolis, of Athens, Greece. The lady is

the daughter of the minister of the Greek Orthodox Church in Chicago. On visiting Chicago Mr. Jannopoulos made the acquaintance of Mr. Phiambolis' family, and, after a very short engagement, made Miss Phiambolis his wife.

Among the marks of distinction which Mr. Jannopoulos has won in the course of his eventful and honorable career may be mentioned the Greek consulship at St. Louis, which was given him about seven years ago, and also the decoration of the Cross of Chevalier of the Royal Order of the Savior. This latter decoration is the most distinguished within the gift of the King, and it was given him in recognition of services to the Greek nation and to Greeks in America. He was also Royal Greek Commissioner at the World's Fair, and had the satisfaction of seeing the country of his birth carry off fifty-six awards.

Locally, Mr. Jannopoulos is respected very highly, and, although still in the prime of life, has the satisfaction of knowing he has achieved an enviable destiny and lived a most honorable and useful life.

JACOBSON, HENRY, M.D., is a rising young physician whose talent and ability gives promising indications of what he will some day accomplish. He has passed his whole life in St. Louis, and it will very likely be the scene of his future and final professional triumphs. He is the son of Simon and Ernestine (Bresler) Jacobson, and was born in this city in 1865, and is, therefore, at this date (1894) but twenty-nine years of age. He received his primary education at the common schools, finishing at Washington University, where he took the full course and graduated at the age of eighteen.

Having previously determined to become a physician, as his tastes all inclined that way, he entered the Missouri Medical College, and after a three-years' course graduated therefrom in 1886 with high honors. Following this graduation he passed a competitive examination and entered the City Hospital, where he remained for a year as assistant physician. Here he gave the best of satisfaction. At the end of year



left the City Hospital to take up similar position in the Female Hospital, where he likewise remained a year, when he was appointed assistant physician at the City Dispensary, remaining in that place until May, 1892. It was here that he made a most enviable reputation, dealing with every variety of surgical and medical disease with which he came in contact with uniform courtesy, and treating the patients brought to the dispensary with such skill that all were convinced of his fitness for the office, as well as his ability as a physician. Although he is young in years, yet he is old in experience, the various public positions he has held being well adapted to giving the practice and experience so necessary to the making of the skillful physician.

It might safely be said that he has had more practical instruction in this way than could be obtained in a score of years in the course of ordinary practice. He therefore has in his favor youth, experience, energy and knowledge, and it would be a surprise, indeed, did he not yet rise to a high place in the profession. His learning and ability have met with recognition from another quarter than the field of regular and hospital practice, and he is at present clinical professor of genito-urinary and rectal diseases at the College of Physicians and Surgeons, and also at Women's Medical College; he is likewise attending surgeon and physician at Woman's Hospital. He is also surgeon for several insurance companies, and being a believer in the theory that men of every calling should profit by the ideas of their fellow-men, he is accordingly a member of the St. Louis City Hospital Society and the St. Louis Medical Society.

Few physicians a score of years older than Dr. Jacobson have had his experience and practice. His positions in public institutions have given him great opportunities—and practice is more than any other factor in medicine. Dr. Jacobson was married in 1890 to Miss Laura Davis, an estimable and handsome young lady of St. Louis, graduate of St. Louis Public High School.

BAUDUY, JEROME KEATING, M.D., son of Dr. Peter Bauduy and Amelia Keating, daughter of John Keating, of Castle Keating, Limerick county, Ireland, who was most prominently identified with the Irish Brigade, and after removing to Philadelphia, was supposed to be the last surviving officer of the celebrated Irish Brigade, and the last who received the Cross of Louis XVI. Jerome was born in 1840 in Cuba, but came to this country with his parents when but ten days old. They settled in Philadelphia, where his father enjoyed a good practice in his chosen profession.

His early education was first obtained at Georgetown College, where he prepared himself for a more extensive course of study, and later he went to Belgium, where he pursued a course in classics for three years, subsequently finishing his course at the University of Louvain, graduating with distinguished honors and obtaining the academic degree of Bachelor of Philosophy. Returning to Philadelphia in 1859, he began the study of medicine as private student of Dr. Acosta, under whose instructions and guidance he was prepared to enter the medical department of the University of Pennsylvania, attending one session, when he matriculated in the Jefferson College of Medicine, of Philadelphia, where he completed a three-years' course and graduated in 1865.

The Doctor entered the Army of the Potomac, and was in the famous second battle of Bull Run. He was transferred to the Army of the Cumberland and became attached to the staff of General Rosecrans. During his army career in 1861 he was commissioned by President Abraham Lincoln second lieutenant of the Fourth Regiment Artillery, U. S. A. The Doctor resigned his connection with the army to engage in the practice of medicine. He turned his way to St. Louis about the year 1865. One of the first positions the Doctor held in his new field of labor was that of physician-in-chief to St. Vincent's Hospital for the Insane. In this institution the Doctor retained his position for twenty-four years, made a success beyond the most sanguine expectations of those associated

with him. He resigned the post of duty in 1889.

The Doctor treated nearly 2,000 inebriate patients, and reduced the mortality from seventeen per cent to eleven per cent. This marvelous success was brought about by the Doctor changing the treatment from the old theory of administering opium, to the celebrated and more recent treatment of Anstie, of London. During the close of the year of the administration of the old St. Louis County Court the Doctor was appointed visiting and consulting physician to the then St. Louis County Lunatic Asylum, the present City Insane Asylum, which position he held for one year and resigned in consequence of the amount of time it consumed, thereby interfering with his general practice. He has held numerous other public positions for over twenty years.

In 1870 the Doctor was elected to the chair of professor of diseases of the mind and nervous system in the College of Physicians and Surgeons. In 1871 he was elected to the same chair in the Missouri Medical College, and continues to hold same.

In 1879 the Doctor delivered an address before the St. Louis University when he had conferred upon him the degree of LL.D. The tenor of his discourse on this occasion was the study of the "Cultivation of the Will-Power." The Doctor has written quite extensively, and besides having contributed to nearly all the leading medical magazines and journals, both in this city and elsewhere, he published in 1876 a work

on "Nervous Diseases," and since, at the repeated solicitations of his students and fellow-practitioners, he has edited a more complete work upon the same subject, having already published the first volume of this, the second edition; the second volume promises to complete a work which will be thorough and exhaustive of the subject, the whole the result of original research and constant study.

In medico-legal matters the Doctor has figured quite prominently and very successfully. He

was very useful in developing the salient points, and instrumental in eventually bringing about proper decisions in the celebrated Max Klinger case, of 1870, in which the question of epilepsy was extensively discussed, and likewise has been identified in all celebrated cases in this and adjoining States.

The Doctor has figured prominently in all charitable works and institutions, among which may be mentioned his appointment as physician to the



DR. J. K. BAUDUY.

Visitation Academy, House of Good Shepherd, Female Orphan Asylum, under the Sisters of St. Joseph. The Doctor is a member of the St. Joseph Obstetrical and Gynecological Society, of which he was president in 1890, the Medico-Chirurgical Association of St. Louis, the American Neurological Association, the New York Medico-Legal Society, American Association of Medical Superintendents of Insane Asylums, and a prominent member of the Grand Army of the Republic.

In April last the Doctor distinguished him-

self in the annual address delivered before the Alumni Association of the Jefferson Medical College, of Philadelphia. The Doctor married, in Nashville, Tennessee, Miss Caroline Bankhead, daughter of General Bankhead, of the United States Army, and related to army and navy people generally. They have an interesting family of eight children living, the oldest of which is Dr. W. K. Bauduy, a young and promising physician, now connected with the College of Physicians and Surgeons—a professor of neurology. The Doctor has seen the ins and outs of a long practice, both successful and lucrative, having practiced generally for almost a quarter of a century. He has now established a special practice of the diseases of the mind and nervous system.

HUPPERT, WILLIAM EDWARD.—One of the active and successful citizens of the South End of St. Louis, and one who is interested in a great variety of enterprises, is the gentleman above named, who is proud of the fact that his success is wholly due to his own energy and industry. The son of Jacob and Catherine (Stoehr) Huppert, he was born at Bethalto, Madison county, Illinois, November 26, 1859, and attended the schools of his native place during his earlier childhood. When he was eleven years old his parents moved to Carondelet, and within a short time thereafter the son entered Jones' Commercial College, of this city, taking the full course within the short space of four months. His father had in the meantime gone into business in Carondelet, and after leaving school the son assisted him for about five years. After leaving his father he worked for a short time for John Krauss of this city, and for a few months at Terre Haute, Indiana, and then returning to St. Louis engaged himself as book-keeper to F. Ganahl, the lumberman, with whom he remained about a year, and then accepted a position with the Klausmann Brewery Company. For this company he was clerk and book-keeper and assistant secretary successively, and on the death of Secretary Rathgeber was elected to his place, holding it until the brewery

was absorbed by the syndicate in 1889, when he was transferred to the Klausman Brewery branch as chief clerk and cashier. The place which he yet holds is a very responsible one, being next in importance to that of general manager, a position he has often filled in the absence of that officer. Yet the brewery is by no means the only interest that occupies Mr. Huppert's attention. He is a most public-spirited citizen, and has proved his local pride and patriotism by lending his time and investing his money in a great many Carondelet enterprises. One of the organizers and incorporators of the Carondelet Milling Company was Mr. Huppert, and he is now one of its directors and its secretary. He is also secretary of the Krauss Improvement and Investment Company, of which he was also one of the incorporators, holding a one-fourth interest. He did active work in the organization of the Southern Commercial Savings Bank, and is a director and its assistant cashier. Besides he is a director of the South End Building and Loan Association; is secretary of the board of directors of the Carondelet Germania Gymnastic Society; is a Royal Arch Mason and a Knight of Pythias. By industry and perseverance he has forced his way to the front, but attributes much of his success in life to his excellent wife, whom as Miss Anna K. Leiss, of St. Louis, he married January 11, 1881.

LANGE, ALEXANDER P.—Alexander P. Lange, the prosperous manufacturer, and secretary of the Lange Fence and Wire Company, was born in this city and has spent his whole life here. June 1, 1866, was the day on which he first saw the light, and it will thus be seen that he is still in his youth. He was given a good education by his parents, attending the common schools of the city, Smith's Academy and the St. Louis High School. This was followed by the full courses at the St. Louis Manual Training School, from which he graduated with a fund of knowledge that has proved of exceptional utility to him in his business relations. After the completion of his education, feeling that he had a taste for commercial pursuits he entered the



employ of the Ludlow-Saylor Wire Company. After a term of two years had been spent in the service of this company, inducements were offered him by the Freeman Wire Company, and he, being ambitious and ever-alert for advancement, accepted. This position he held three years, during that time saving every surplus cent of his wages, and applying his whole energy to learning thoroughly every detail of the process of wire manufacture. So successfully did he apply himself to these ends, that he was enabled to resign his position and enter business for himself at the end of the period above named. Through his industry and effort the Lange Fence and Wire Company was organized, and in April, 1890, opened for business with offices on Franklin avenue. The business is incorporated under the laws of Missouri, with a capital of \$10,000, with William B. Lange, president, and Alexander P. Lange, secretary. The company engages in a general manufacturing business, its principal output being wire fences, elevator inclosures, scroll work, bank railings, window guards, etc., and it is largely through the technical knowledge of Mr. Alexander P. Lange that the business has been administered so successfully. He is a young man of remarkable energy, which, united with good judgment and natural business capacity, augurs that he will attain a high success in the commercial world if the usual span of life is allowed him.

LUEHRMANN, CHARLES F., son of Henry H. and Mary (Meyer) Luehrmann, was born at West Oldendorf, Germany, March 16, 1835. He came to this country with his parents when under three years of age, and they settled in Cincinnati, Ohio, where he attended the public schools until twelve years of age, when he was apprenticed to a carpenter to learn that business. He served for three years, and when seventeen years of age moved to St. Louis, where he obtained employment as a journeyman.

At the outbreak of the war he enlisted as a volunteer on the ninety-days' call in the Fourth Missouri Infantry Regiment, and at the expira-

tion of the ninety days he received a commission as captain in the Eleventh Regiment, Company G, Missouri Infantry. On being mustered out he returned to his trade as carpenter.

After working a short time at the bench and completing his education in this line, he decided to enter into business for himself, and joining an elder brother started a planing mill. They continued in partnership for eleven years, during which time the establishment was burned out, incurring a loss of \$19,000. Nothing daunted by this calamity Mr. Luehrmann started afresh, and by dint of untiring energy and most careful economy he was soon able to get himself again in a sound financial condition, and to liquidate every obligation which existed at the time of the fire.

This high-spirited and vigorous man proceeded to build a new mill of double capacity. Aided by the very best machinery that money could purchase, an enormous amount of work was turned out, and from the commencement nothing but the highest class of goods were produced. Mr. Luehrmann continued in business until 1876, when he sold out, and since that time he has confined his attention exclusively to the lumber business.

For about thirteen years after the date named he was in the commission business, building up one of the largest trades the West has ever seen, and he then opened a hardwood lumber yard on Carroll and Kosciusko streets, near the Iron Mountain freight depot, where he is still in business.

He has established a reputation for first-class work as well as for integrity which makes him at once the envy of his rivals, and he has no difficulty in securing as much business as even his enormous establishment can easily attend to.

Mr. Luehrmann married, in the year 1856, Miss Louise Kuntz, of St. Louis, and had two children, both daughters. His wife died in 1864, and he subsequently married Miss Mary Welker, of this city. By his second marriage he has had a family of six—all boys—three of whom died in infancy.



MANSUR, ALVAH, was born in Lowell, Massachusetts, December 5, 1833. His father, also named Alvah Mansur, came from the little town of Wilton, in the hills of New Hampshire, where his ancestors had lived since early colonial days. He came to Lowell early in its history, attracted thither by the prospect of the upbuilding of a flourishing manufacturing center, by reason of its great natural water power, then being improved. Here he engaged in the manufacture of woolens, and became prominent in many enterprises in the early life of the city.

Elizabeth Wood, the mother of the subject of this sketch, was a native of Massachusetts, and her family also for several generations had lived in that state. The present Alvah Mansur was educated in the public schools of Lowell, and fitted for Harvard University at Phillips' Academy, Andover, Massachusetts, under Samuel H. Taylor, but never entered, preferring to engage at once in the active business of life.

Believing that the largest commercial center contained the largest commercial prizes, he left his native city and accepted a clerkship in a wholesale importing hardware house in New York city, where he served for three years, when, catching the western fever, he migrated to Illinois, embarking in the hardware business at Moline. Here he continued until 1859, when somewhat bruised from the general shaking up by the great financial disaster of 1857, and still following Horace Greeley's advice, he again started westward, crossing the *plains* (now the states of Kansas, Nebraska and Wyoming) by team, to the so-called Pike's Peak country in search of gold. Returning to Moline the same year with nothing gained save, perhaps, something in experience, he entered the employ of John Deere, the pioneer plow manufacturer of the West.

In this employment he continued until the outbreak of the rebellion, when he assisted in raising a company of men in response to President Lincoln's first call for three-months' troops. So many more tendered their services than were called for that all were not accepted, and his company was among the latter. Under the second call "for three years, unless sooner dis-

charged," however, he entered the service with his company, the Nineteenth Illinois Infantry, and followed the fortunes of the Army of the Cumberland for nearly three years. At the close of the war he spent four years in the then territory of Colorado, engaged in quartz mining and milling, with a fair measure of success.

In 1869, forming a copartnership with his old employer, he opened an agricultural implement house in Kansas City, Missouri, under the name of Deere, Mansur & Company. In 1874 he opened a similar house in St. Louis, and under the same name, but having an additional associate in the person of his brother-in-law, Mr. L. B. Tebbetts. These two houses he continued to run until 1890, when he sold his interest in the Kansas City house, at same time buying Mr. Deere's interest in the St. Louis business. Then was organized the Mansur & Tebbetts Implement Company, which still continues, with Mr. Mansur as its president. In the year 1876, together with Mr. Charles H. Deere, at Moline, Illinois, he commenced the manufacture of agricultural implements, under the corporate name of Deere & Mansur Company, which still continues, with Mr. Mansur as vice-president and a large owner. He is president of the Forest Park Improvement Association, which company gave to St. Louis the beautiful semi-suburban retreat which includes Westmoreland and Portland places.

He is an active director in the American Exchange Bank, in the St. Louis Trust Company, the Crystal Plate Glass Company, and the St. Louis Fair Association. He is also an active member of the Commercial Club, and its vice-president. His other clubs are the St. Louis and the Noonday.

Mr. Mansur has shown an intelligent interest in every movement for the betterment of St. Louis during the last quarter of a century. His standing in commercial and financial circles is very high, and he is one of the reliable, conservative, and at the same time enterprising, men who have helped to give to St. Louis institutions their deservedly high reputation in all parts of the country.



*St. J. H. ...*



ALLEN, EDMUND THOMPSON, is one of the most successful lawyers in the West, and his reputation as a corporation attorney is exceptionally high. Like many other men who achieved great success, he graduated from the newspaper ranks. For several years he was a short-hand reporter on the St. Louis papers. At that time short-hand writers were less numerous on the press than they are now, and Mr. Allen was much appreciated for his rapid stenographic work. For a year or two after the war he was associated with Mr.

L. L. Walbridge in short-hand work in the civil courts of St. Louis. He thus acquired an insight into Missouri practice which, possibly, could not have been better obtained in any other way, and when he resumed the practice of his profession, he did so with many advantages in his favor.

Mr. Allen is about fifty-eight years of age, having been born in Fairhaven, Massachusetts, August 10, 1836. His parents, Mr. Edmund and Mrs. Sarah R. (Freeman) Allen, placed him in the Williston Seminary after he had received the rudiments of education in the public schools and in the Friends Academy at New Bedford.

From the celebrated East Hampton seat of learning he entered Yale and graduated in the class of 1857. After obtaining his degree he was admitted to the bar at New Bedford, Massachusetts, and there entered into general practice. He came to St. Louis in August, 1863.

Of his success as a stenographer, we have already spoken. He was equally rapid in his

progress when he devoted his entire time to practice of the law, and he was speedily appointed land commissioner. Immediately after the war he practiced alone in St. Louis, and then entered into partnership with Mr. James K. Knight, who was subsequently elected clerk of the Circuit Court. After practicing alone for several years he formed a partnership with Mr. Edgar L. Marston, who is now a banker in New York City. On the dissolution of the firm of Allen & Marston, the remaining member took

into the firm his son, Mr. Clifford B. Allen, who graduated from Yale in 1885, and who has been associated with his father in legal practice ever since. Mr. Allen has acted as attorney, director and secretary of the Crystal Plate Glass Company, as director of the South St. Louis Iron Company, and president of the Brush Electric Light Association, the first company to introduce electric lighting into this city. He has also served as attorney for the Western Union Tel-



EDMUND THOMPSON ALLEN.

egraph Company, the Iron Mountain Company, the Harrison Wire Company, the Chouteau, Harrison & Valle Iron Company, and the Farmers' Loan and Trust Company.

After his appointment by the United States Circuit Court as special master in chancery in the Wabash Railroad foreclosure proceedings, he devoted a large part of his time to the important questions which arose in that case, the determination of which occupied between four and five years.

While exceedingly attached to his profession, Mr. Allen has been interested in scientific studies



and is a member of the St. Louis Academy of Science. He has been president of the St. Louis Bar Association, and of the St. Louis Civil Service Reform Association.

In 1863, four years after his admission to the bar, Mr. Allen married Miss Sylvia T. Bowen, of Fairhaven, Massachusetts.

Mr. and Mrs. Allen have three children, Clifford B., to whom reference has already been made, Edmund and Anna M., who is now the wife of Dr. L. T. Stevens, of this city.

MERSMAN, OTTO L., a member of the firm of Nelson & Mersman, is a highly educated young professional man who, after an extensive tour through Europe and a brief connection with commercial life, identified himself with the real estate interests of this city, and has easily demonstrated the fact that he is well adapted for the profession of his choice. The firm of Nelson & Mersman has not been connected with any sensational boom movements. It is rather regarded as a

conservative and reliable house, and the interests entrusted to its care are very large.

Mr. Mersman is about thirty years of age, having been born in St. Louis, September 18, 1864. His parents were Joseph J. and Claudine C. (Crusbar) Mersman. After a preliminary educational training he entered Washington University, whence he graduated with honors at the age of twenty. He became connected with the Pacific Oil Company, of which he was president, when, in 1889, it was absorbed by the Standard Oil Company.

Mr. Mersman then entered into partnership with Mr. William P. Nelson, who for about fifteen years had been conducting business under the style of W. P. Nelson & Company, and Gray & Nelson. Much of the hard active work of the business has fallen to the younger member, who enjoys the confidence of a large number of investors and property holders. Naturally refined and intelligent, Mr. Mersman has the entree into the best society circles of the city. He is a member of the Mercantile, Noon-

day, St. Louis and Jockey clubs, and takes an intelligent interest in local enterprises of every character. He is also secretary of the St. Louis Country Polo Club, and is quite an expert polo player. He is a director in the Imperial Building Company, which owns the Union Trust Building, the finest office building in the city, and also a director in the Merchants National Bank.

In October, 1877, he married Miss Mary Scudder, the

daughter of Mr. John A. Scudder, of St. Louis. Mr. and Mrs. Mersman have three children, Scudder, Isabel and Otto L. The family resides in a very handsome residence, No. 71 Vandeventer place.

Mr. Mersman has had the advantage of an European tour. Before starting in commercial life he spent a year in the principal capitals of the old world, and gained valuable ideas and experience, of which he has since made full use in his successful business and professional career.



OTTO L. MERSMAN.

JOHNSON, MOSES P., was born in Hubbardston, Massachusetts, March 2, 1854. His father, David L. Johnson, was a leading citizen of the place, though a man of moderate circumstances. His mother's maiden name was Lois Wilbur. Her family is one of the best known in Massachusetts. Its founder came from England in the latter part of the seventeenth century, among the earliest settlers of the state, and the family has been conspicuous in its history ever since, and its members are among the wealthiest people in Boston.

Mr. Johnson was educated in the public schools and became clerk in a country store when about fifteen years old. At the end of two years he was offered the management of the business. He had, however, caught the western fever. He declined the offer, came west, reaching St. Louis in February, 1871. He secured a place in the wholesale dry goods house of H. Simon & Gregory, on Main street, as stock clerk. He remained in this capacity long enough to thoroughly learn the business, and then started out to sell goods as a traveling salesman. He was given a territory in the southwest which lay largely off the railroad, and his trips were generally much by wagon. He succeeded in building up a large and profitable trade for his house through a country which had been considered almost beyond reach.

He remained with the same firm until 1881, when, after a successful and profitable career as dry goods salesman, he formed a partnership with William S. Robert, in the ma-

chinery business. Upon the death of Mr. Robert, in 1886, Mr. Johnson bought out the interest of his estate and shortly after incorporated the business under its present name, the Moses P. Johnson Machinery Company, of which business he is chief owner and manager.

He was married in 1877, to Miss Mary Pettigrew, a daughter of one of St. Louis' oldest citizens. This union has been blessed with a large family of interesting children. The family now lives on Plymouth avenue, in a roomy mansion, which, with its spacious grounds and outbuildings, represents in part the substantial success of his career.

Mr. Johnson is a Republican, and although not a politician, is always ready to do his part in the performance of public duties. He is just past forty, but looks much younger; of slight, but rather delicate build, his face still retaining its boyish freshness. His appearance hardly indicates the indomitable will which has placed him at the head of a



MOSES P. JOHNSON.

large and successful business. He has a large circle of warm friends, whom he has won by his fidelity and affable manner.

TAYLOR, DANIEL S.—This young but very successful attorney is a St. Louisan in every sense of the word. Not only was he born in this city, but his father was twice city treasurer, and also occupied the position of mayor with marked ability. In the days when the river trade was at its height, Mr. Daniel S. Taylor, Sr., was a prominent steamboat man with much

influence among the river fraternity. Mrs. Taylor was formerly Miss Emily Le Beau, a member of one of the oldest French families of St. Louis.

Mr. Taylor was born April 23, 1868, and is hence not yet twenty-seven years of age. His parents being desirous of giving him a first-class education, sent him to the Notre Dame University at South Bend, Indiana, where he took a scientific course and graduated in 1884. Continuing his education, he spent several years on a protracted tour throughout the United States, remaining for a considerable period in California.

In 1890 he returned to St. Louis and entered the Law School, where he graduated in 1891. He immediately established himself in general practice and has now a large clientage. Although a Democrat by conviction, and taking a lively interest in legislation, Mr. Taylor is not a politician, preferring to devote his entire energies to his profession, and believing that law and politics cannot successfully run hand in hand. He is a member of the Noonday, Mercantile, University and Jockey clubs, and is a very popular man in commercial and legal circles.

On December 9, 1891, Mr. Taylor married Miss Emma Whitelaw, daughter of Mr. George T. Whitelaw, of this city. Mr. and Mrs. Taylor have one child.

BOOTH, DAVID S., was born in Enterprise, McDonald county, Missouri, on April 6, 1863. His father, David S. Booth, Sr., was from good old Quaker stock, his early ancestors having come to this country in company with William Penn. He was born in Philadelphia, Pennsylvania, where his father was a practicing physician of prominence, but in his early years he came west and located in Southwest Missouri.

His mother was Miss Cynthia Grounds, whose parents were Pennsylvania Dutch, but came west and settled near Fredericktown, Missouri.

Young Booth received his early education at the High School at Sparta, Illinois, whither his father moved when he was but a year old.

Having pursued a classical course, he graduated with high honors in June, 1882. He pursued the post-graduate course, preparatory to entering the Southern Illinois Normal University, where he completed his literary education.

Dr. Booth early manifested a desire for the study of medicine, and in 1883 he attended lectures at the St. Louis Medical College, where he graduated in 1886, the latter twelve months of which time he spent in the office, as a private pupil, of Dr. H. H. Mudd. He immediately went to Palestine, Texas, having accepted the position of assistant house physician and pharmacist of the International and Great Northern Railway Hospital, a part of the Missouri Pacific Railway Hospital system. He held this position until the latter part of 1886, when he was transferred to the Missouri Pacific Railway Hospital at St. Louis, Missouri. In 1887 he was appointed surgeon-in-charge of the Palestine, Texas, Hospital. Early in 1888 the International & Great Northern Railway went into the hands of receivers, and for several months he was acting chief surgeon of that railway, and after the nominal appointment of a chief surgeon, a position to which he was ineligible on account of his youth, he was retained as surgeon-in-charge, with a salary in excess of any other officer in the hospital department, resigning April 1, 1889.

He located in Webster Groves, Missouri, but remained only three months, when he moved with his father to Belleville, Illinois, where he practiced for more than a year. In April, 1891, he became assistant to Dr. Charles H. Hughes, with whom he is still associated, though finding time to attend to a growing private practice. He is consulting physician to the Missouri Pacific Railway Hospital department, and was clinical instructor of neurology, psychiatry and neuro-therapy in the Marion-Sims Medical College until 1892, when he resigned to become identified with the Barnes Medical College in the same capacity. He is a member of the National Association of Railway Surgeons, and of the Mississippi Valley Medical Association. He is associated editorially with the *Alienist and*



*Neurologist*, of which he is business manager.

Dr. Booth married, June 30, 1892, Miss Basmath Ariadne, daughter of Dr. Washington West, of Belleville, Illinois.

HAUCK, EUGENE F., is a native of St. Louis, where he was born on October 12, 1856, his parents being Charles F. and Antonie Hauck. Dr. Hauck received his education in his native city, and his first entry into business was in the drug line in 1874. He soon yearned for the wider field of medicine, and educated himself for his profession, which has received his undivided attention ever since. He has been practicing medicine since 1880. His father, the late Dr. Charles F. Hauck, was a very prominent physician who came to St. Louis in 1847 and died in 1882.

The doctor naturally took his father's place, and to-day he has a very extensive family practice, devoting considerable attention to obstetrics, gynecology and diseases of children.

Dr. Hauck is a member of the St. Louis Medical Society, the Medico-Chirurgical Society, American Medical Society, and Mississippi Valley Medical Association. He was at one time chief physician for the treatment of diseases of children at the South Side Dispensary. When first starting out in practice he was for a long time first assistant physician and surgeon at the City Hospital, and later held the same position at the Female Hospital.

The Doctor was formerly a director of the Germania Club, and one of its leading members

for fifteen years. He is now a member of the Liederkranz, the Union Club, a director and examining physician of the German Mutual Life Insurance Company.

Dr. Hauck was married to Miss Tony Metz, of Omaha, Nebraska, on May 19, 1888. His wife is the daughter of Hon. Fred. Metz, the well-known brewer and president of the German National Bank of that city. The Doctor has his office in his residence at the southeast corner of Jefferson avenue and Whittemore place.



EUGENE F. HAUCK.

TAUSSIG, GEORGE W.—Among the talented members of the local bar, Mr. George W. Taussig occupies a prominent position. He has been practicing as an attorney for about twenty-two years, and during that time he has made for himself a large circle of friends as well as built up a lucrative and extensive practice. Naturally adapted for the legal profession, he has taken a personal delight in the study of law and is thoroughly posted on all points and in

all state and federal legislation. Mr. Taussig was born in this city on Independence Day, 1851. His father was Mr. Charles T. Taussig, a native of Austria, who was engaged for some years in this city as a merchant. His mother was, prior to her marriage, Miss Annie Abeles.

Having decided to adopt the legal profession he immediately entered the Law School. He was admitted to the bar in 1872, and practiced alone for several years. During the present year he has associated himself with Mr. S. C.



Bragaw and Mr. L. E. Hinton, establishing the firm of Taussig, Bragaw & Hinton.

On December 15, 1886, Mr. Taussig married Miss Anna Wright, of Cincinnati, and he now resides with his family at Kirkwood.

SPAUNHORST, HENRY J., son of Adam H. and Anna Maria (Tiemeyer) Spaunhorst, was born January 10, 1828, in Belm township, near Osnabruck, Kingdom of Hanover, now Prussia. His parents came to America when he was seven years old, first locating in Louisville, Ky., thence coming to St. Louis in February, 1837. They remained in this city for six years, during which Henry attended school at the old Cathedral and such parochial schools as then existed. He remained at school until he was ten years of age. His parents then moved to Franklin county, Missouri, where they located on a farm, and subsequently moved to Washington, Missouri. His father died there in 1870, aged seventy-two. His mother died in 1890, aged ninety years.

Young Spaunhorst served his term at Plant's Mill to learn the trade of miller, and during the Mexican war took a position as clerk in a grocery store. He afterwards returned to his parents' home in Franklin county, Missouri, where he remained until 1848, when he returned to St. Louis, where he has since resided.

In 1849 he secured a position as porter, afterwards as clerk, in the wholesale grocery house of McMechan & Ballentine, with whom he remained until 1852. In the fall of that year he

entered into partnership with Mr. Joseph Hackmann and Henry Petring, under the firm name of Spaunhorst & Company, carrying on a wholesale grocery business for twenty-five years. Subsequently the firm was changed to Spaunhorst & Hackmann, and continued until 1877, when the firm quit and wound up its business, Mr. Spaunhorst turning his attention to general office, notary and probate business.

Mr. Spaunhorst was elected a director of the Life Association of America in 1868, and con-

tinued in that office until its winding up. In 1875 he became president of the Central Savings Bank; and he was one of the organizers of the Franklin Fire and Marine Insurance in 1855, of which he is still vice-president; also of the Franklin Savings Institution. In 1873, at a convention held in Detroit, Michigan, he was elected president of the German Roman Catholic Central Society of the United States, a position he held for eighteen consecutive years, and when in



HENRY J. SPAUNHORST.

1891 he retired, he was elected honorary president of that organization for life. He was also a member of the great Catholic Congress at Baltimore, and subsequently on the executive committee for the Columbian Congress. In connection with his labors on behalf of the German Catholics in America, he organized the *Amerika*, and was president of the corporation until in 1876, when he resigned. He was one of the founders of the German St. Vincent Orphan Association, of which he has been an officer from 1852. In 1869 he organized the St. Joseph

Benevolent Society, and has been its president ever since; he was for many years president of the upper council of the Society of St. Vincent de Paul. In 1867 he was elected to the state senate from the thirty-third district, being re-elected in 1869, and making a splendid record during his two terms. The insurance laws of our state are his work. He was a member of the Constitutional Convention of 1875, and in 1881 was appointed by Governor Crittenden labor commissioner, a position he held until 1883, when he resigned. \*

In 1861 Mr. Spaunhorst married Miss Catherine Richter, of St. Louis, who died two years later. Mr. Spaunhorst afterwards married Miss Anna Brunsmann, of St. Louis. They have four children living, namely: Rosa, Agatha, Anna and Henry.

Mr. Spaunhorst at this time holds several responsible positions; in 1881 he was elected secretary of the "Widow and Orphan Fund of the German Roman Catholic Central Society" of the United States, which position he still holds; the latter organization numbering 460 societies with 57,500 members throughout the United States. Mr. Spaunhorst is director and vice-president of the Catholic Publishing Society, and now past sixty-six. It is more than fifty-seven years since he came to St. Louis, then a comparatively small place.

BROWNELL, BENJAMIN H., son of Charles and Lucy (Adams) Brownell, was born March 16, 1842, at Troy, New York, in which city his father was in business as a builder. He was a bright, intelligent boy, and made good progress in the Troy public schools, where he remained until sixteen years of age. On leaving school he set to work at once to learn the tailoring business, commencing in a Troy house. In 1864, although still a resident of Troy, by special order of Adjutant-General Townsend, he enlisted in the Second Illinois Light Artillery and served for nine months, when, active warfare being over, he was mustered out.

Mr. Brownell came at once to St. Louis, where his brother, Captain Frank Brownell, the avenger of Colonel Ellsworth, was then stationed. He

paid a short visit to his brother and then accepted a position as cutter in the tailoring establishment of Tichnor & Company. In 1866 he went into the tailors' trimming business, but in the following year returned to his own trade and worked for D. S. Thompson till the year 1869. He then went into the employ of D. R. Sunickner, with whom he remained for three years, and in 1872, having saved considerable money from his earnings, he opened a merchant tailoring establishment at 718 Olive street. He was even then, twenty years ago, an expert in the trade, and it was not long before he had built up a valuable business. In the year 1877 he secured a lease on the quarters he now occupies, 716 Olive street, for a period of ten years, and in 1888 he secured a further lease, remodeling the premises according to his own ideas. The result is that his show-rooms are the finest and most modern of any in the United States.

Mr. Brownell carries only the finest lines of imported and domestic cloths and suitings, and his styles are always the latest. He has made himself what he is to-day, the leading tailor of St. Louis. He worked at his trade for a livelihood, but had a keen liking for it, and never tired studying out new ideas and watching fashion developments. As a cutter he had the reputation in his journeymen days of being without a superior, and he insists on all work in his establishment being done in the same conscientious method he adopted while at work himself. He makes a high grade of clothes and is patronized generally by the local "Four Hundred." On the eve of society balls and special events his establishment has to run overtime to keep pace with the orders, and Brownell clothes have so good a name that mail orders are constantly received from those who have been measured at the house but are now away from St. Louis.

As a business man Mr. Brownell is very popular in St. Louis, and in society circles he is looked upon as a distinct acquisition. He is an active member of the Mercantile, St. Louis and Fair Grounds Jockey clubs, and is an honored member of the Ransom Post, G. A. R.

In 1884 he married Mrs. Marie Fashenier

PORTER, WILLIAM, son of the Reverend Byron and Agnes Rankin Porter, was born in Beaver, Pennsylvania, in the year 1850. He went through an academical course at the Elderton Academy, Pennsylvania, and graduated from Westminster College, at the age of twenty, with first honors. He studied for the next two years at the Jefferson Medical College, of Philadelphia, whence he graduated in the year 1872. In order to complete his education as a physician he crossed the Atlantic and walked the London hospitals for two years. During that period he occupied various resident staff positions at the great "London Hospital," and had the benefit of studying directly under such eminent physicians as Sir Andrew Clark, Dr. Sutton and Mr. Jonathan Hutchison. He also acted as assistant at the London Throat and Chest Hospital to Sir Morell Mackenzie, for whom he recorded over five hundred cases of laryngeal phthisis, which are tabulated

and acknowledged as Dr. Porter's work in Dr. Mackenzie's classical treatise on diseases of the throat. The doctor was so pleased with his assistant's work that he strongly urged him to make a specialty of throat and chest diseases, the result being that Dr. Porter spent several months among the throat and chest clinics of Berlin, Vienna and Paris, and afterward returning to London was given entire charge of Dr. Mackenzie's large clinic at "London Hospital."

Returning to America Dr. Porter located in St. Louis in 1875, and two years later was

elected secretary of the St. Louis Medical Society, and then of the Missouri State Medical Society. He speedily built up a lucrative practice as a specialist, and particularly as a consulting physician in this city, and in 1879 he was offered an appointment on the medical staff of the London Throat and Chest Hospital by Dr. Mackenzie, who visited Dr. Porter a few years later, and continued his friend during his life-time. Dr. Porter has continued to increase his St. Louis practice and to build up his reputation as one of the

first specialists in throat and chest diseases in the United States. He is a member of all the leading medical societies and a fellow of the Laryngological Association. He has also been honored by his brother physicians by the presidency of the American Medical Editors' Association and of the Mississippi Valley Medical Association. He is enthusiastic in his advocacy of higher medical education and teaching, and is professor of diseases



WILLIAM PORTER.

of the throat and chest in the College of Physicians and Surgeons.

Dr. Porter is consulting physician to four of our largest hospitals, and has been editorially connected with several influential medical journals.

In 1884 Dr. Porter married Miss Pearl E. Dickinson, of Schenectady, New York. Mr. and Mrs. Porter are an unusually happy couple, and to the devotion and assistance of Mrs. Porter her husband unhesitatingly says that much of his success is due.



HILL, HARRY M.—One of the members of that virile southern family, of which Jerome and Napoleon Hill are well-known representatives, is Harry M. Hill, a brother of the gentlemen above named. The former was born in Marshall county, Mississippi, November 24, 1843, was educated in the public schools and at Franklin county, Nashville, Tennessee. When sixteen he enlisted in the Thirty-eighth Tennessee Infantry, C. S. A., and his war career, to say the least, was both active and stirring. He soon won the commission of orderly sergeant, but at Shiloh was taken prisoner and sent to Alton. While on his way from there to Camp Douglas with 500 others, he escaped, walked to Clinton, Illinois, where he worked some time as hod-carrier, and was thus enabled to get to Chicago, where, under a disguise, he worked in a hotel, until he could get to Canada and to Halifax, Nova Scotia, where he took a southern bound vessel, successfully ran the blockade at Wilmington, North Carolina, and served to the end of the struggle. After the surrender, he went to Memphis, read law in the office of Judge Arch. Wright, and was admitted to practice in 1867.

He at once won reputation and popularity, and in 1888 represented a Memphis district at the convention which nominated Cleveland. In 1889 he came to St. Louis and formed a partnership with Judge Thos. B. Harvey, and to-day the firm of Harvey & Hill, in legal ability, is rated among the best.

ELLIS, HENRY G., son of N. G. and Zilpha B. (Case) Ellis, was born in Blenheim, Brock District, Canada West (now Ontario), February 26, 1845. His parents were of American birth and connections, and when he was a mere boy they returned to Jefferson county, State of New York, and in the spring of 1857 moved with his parents to Southern Michigan. His early years were spent on a farm. He was educated in the public schools and in the academy. After leaving school he taught in various parts of Michigan and Northern Indiana seven terms.



HENRY G. ELLIS.

In the spring of 1863 he sold his first reaper and mower. Engaging in the machine business, he followed this for a few seasons, and demonstrated his capabilities as a salesman in a local way. Recognizing a larger field open for operation in this line in the then western country, and a broader scope for his ambition and energy, he soon became restless for a more extended field of operation, and identified himself with an extensive

reaper and mower factory, in the capacity of a traveling salesman, being advanced to the position of manager of the southern branch house of this factory, which position he held until 1883. Later he resigned this position, and associated himself with Kingman & Company, Peoria, Illinois, becoming a stockholder, and immediately removed to St. Louis as manager of the St. Louis house, which was then opened. He still holds this position.

He was married April 28, 1868, to Miss Clara V., daughter of M. C. Waite, of Wisconsin.



PROSSER, THOMAS JEFFERSON, was born in Pittsburg, February 11, 1851. He passed his childhood and early youth in the Smoky City. He ran away from home when thirteen years of age, and joined the Union Army at Alexandria, Virginia. He enlisted with the Sixty-second Pennsylvania Volunteer Infantry, and served until July, 1864. On his return home from the army he was not yet beyond the school-age, and he at once resumed his attendance at the public school, completing the course in 1866. Then he went to work under his father to learn the carpenter's trade.

In the year 1878, while the oil fields of Pennsylvania were still giving a good output, Mr. Prosser engaged in the business of building oil tanks throughout that district. He did a large contracting business in this line for about eighteen months, and thus laid the foundation of his present prosperity. The price of oil dropped so low that the business of building tanks was affected. Because of this Mr. Prosser returned to his native city, and, no other opening presenting itself just then, he went to work at the bench as a journeyman carpenter.

In 1881 he came west and secured a contract to build water-tanks in the swamps of Arkansas. He went into the enterprise with an undaunted purpose to succeed, and to that end took up the tools and worked every day beside his men, and did harder work than any of them, too. In his ability and readiness for hard work is found the reason of his success. The man who fears

work, Mr. Prosser says, will never have success.

In 1887 he had over two hundred carpenters steadily employed, scattered all over Arkansas, Missouri, Nebraska, Kansas and Colorado, and during the same year over \$2,000,000 passed through the St. Louis banks to his credit. His business had increased to such proportions that he began to seek a new outlet for his capital and energy. He projected and organized the Pacific Railway in Nebraska, secured right-of-way and franchise, negotiated the sale of the

bonds, took the contract and built the road. For the first year he had entire control of the road and was its president. An important business venture in which he is interested at this time is the Southwestern Street Post Company, of which he is president.

Mr. Prosser was married in September, 1892, to Miss Virginia Sutton at Pittsburg, Pennsylvania, and to the wife who then plighted her troth to him he credits much of his success in life. They

have four children—Reay Cooper, Alice Pearl, Percy Smith and Thomas Jay.

In commercial circles no man in St. Louis enjoys to a higher degree the confidence and esteem of his fellow-citizens; and in private life he is one of the most genial and companionable of men.

Mr. Prosser is a Republican in politics, but has never sought office of any kind. In the year 1890 he was persuaded, against his will, to run for Congress, and made an excellent race.



THOMAS J. PROSSER.

BRIGHT, JAMES H., is one of the citizens of this metropolis who has secured success by earning it. From working by the day at his trade to being one of the leading contractors of St. Louis are conditions widely separated, but he has bridged the distance from one to the other by industry, patience and careful and honest business methods, and is certainly entitled to his present prosperity. James H., the son of Jackson and Nancy Jane (Riley) Bright, is a native of Kentucky, and was born in Gallatin county, that state, August 3, 1841.

He came to Missouri with his parents when a child of six years, and was enabled to attend school until about eleven years of age. Later his parents moved to St. Louis, and here he was apprenticed to a bricklayer to learn the trade. When he had reached the age of eighteen, his term of service had been completed, and that he had learned his trade well is shown by the fact that he was able to secure a position as a foreman almost immediately. When he was twenty years old he formed a partnership with his brother, and under the firm name of Bright Brothers went into the brick contracting business. This firm was prosperous and continued in business for twenty years, or until the death of John G. Bright in 1881. James H. continued the business after his brother's death, making brick contracting his specialty up to about five years ago, when the scope of the business was enlarged to include general contracting, in which line he has since continued. As showing the



JAMES H. BRIGHT

high place he occupies in his field, the new Public Library, the Roe Building, the New Water Tower, the Third National Bank, the Cupples Warehouse, and the Culver Building, are named as structures on which he did the contracting.

Mr. Bright has been twice married, his first wife being Miss Laura Mayhew, to whom he was wedded in 1872, and who died in 1873. In 1876 he was married to Miss Fanny D. Dukes. Three children are members of their family—Wm. R., Fanny May and Ida L.

BELL, JAMES W., was born in Wheeling, West Virginia, August 16, 1826. He was educated in the private schools of his native city until about twelve years of age, when he went to work opening crates of crockery at a salary of two dollars a week. He displayed ability to do better work than this, and was accordingly apprenticed as a cabinet maker. When eighteen years of age he decided to locate in the West, and not being particularly well supplied with funds, worked his way as a cabin-boy.

He secured employment as shipping clerk for Mr. Giles F. Filley, with whom he remained for twenty-seven years.

In 1883 he was appointed secretary of the Continental Cattle Company. In 1890 he organized the St. Louis Safe Deposit and Savings Bank, of which he was elected president.

Mr. Bell is a popular citizen, an able financier, and liberal in commercial circles. He married Miss Jane Major, of Bradford, England, and has had six children.

DAVIS, ALBERT C., son of George J. and E. Cornelia (Smith) Davis, the latter a daughter of Judge Albert Smith, of Milwaukee, was born in Genessee, New York, July 20, 1856. He received a little preliminary education near his home, and before he was nine years old his parents moved to St. Louis, arriving here on New Year's day, 1865, when the river was frozen over, and they crossed it on the ice.

Mr. A. C. Davis was educated in the public schools here and at Washington University, where he graduated in 1878, being at once admitted to the bar. He practiced law with his brother, Mr. H. B. Davis, the firm name being A. C. & H. B. Davis. The firm continued under this name for a while, when they finally associated themselves with Mr. George G. Davis, the firm being then Davis & Davis, and consisting of father and two sons, a family of lawyers, all equally bright and competent. The firm was dissolved in 1888, since which time Mr. A. C. Davis has been practicing alone. He has a very large and lucrative practice, and his face is a well-known one on the St. Louis streets and in the St. Louis courts. In February, 1880, Mr. Davis married Miss May G. Cooper, of this city. He has one boy, J. Cooper.

MORRIS, THOMAS, son of Michael and Honora (Eagan) Morris, was born in Tipperary, Ireland, January 23, 1842. His parents came to America in the year 1849, arriving in St. Louis on April 22d of that year. Young Morris at-

tended the public schools and then entered the St. Louis University. After completing his course he studied law under Mr. Mackey and Mr. Charles Conlon, the latter a partner of Judge John S. Phelps. He was admitted to the bar in 1878 and entered the office of Fruin & Company, having charge of all their business for a period of three years.

In 1881 he associated himself with Mr. Frank D. Turner, the firm name being Turner & Morris. In 1884 Mr. Turner went to Chicago and

Mr. Morris entered into partnership with Mr. James Rowe, the partnership firm of Rowe & Morris continuing until April, 1891, when Mr. Morris was elected judge.

Mr. Morris married Miss Johanna Cantwell, of Thur-lus, Tipperary, the lady being a first cousin of James Cantwell, of the well-known Star and Garter Hotel at Dublin. He has had twelve children, of whom six are now living.

Judge Morris is a very practical common-sense lawyer.

He insists on dealing with cases on their merits, without allowing legal quibbles to interfere with the administration of justice. He is a stern believer in personal liberty, and refuses to allow any infringement upon it in the name of law and order, and although very stern and severe in bad cases, he is apt to be lenient when he believes a little mercy will be appreciated and will have a reformatory effect.

Judge Morris will complete his term on the bench next spring, and will then actively resume the practice of law.



ALBERT C. DAVIS.



SPIEGELHALTER, JOSEPH, was born in Oberndorf a Nekar in Wurtemberg, Germany, August 6, 1834, the second son of Joseph and Johanna Spiegelhalter, *nee* Zipflehli. He received a liberal education in the schools of his birth-place, and in 1854 he emigrated to the United States. He went to Reading, Pennsylvania, and passed his examination as a public school teacher.

In the spring of 1855 he went to Philadelphia and found employment in a drug store. After a few months he left this position to take charge of a drug store owned by Dr. Vasey. Later, in 1857, he visited St. Louis, and in 1858 he located here and found a position in a drug store, and went to work in earnest to save money enough to attend lectures.

The Humboldt Medical Institute had been started by Dr. Hammer in 1859, and there he went to attend lectures, utilizing the morning and evening hours at the drug store to save expenses. In 1861 Dr. Hammer organized the students of the Humboldt Medical Institute into a military company. This company had been sworn in as special police, and did guard duty at night near and around the arsenal, with headquarters at Dr. Hammer's residence, west of the arsenal. When the president's call came, most of the students entered the army—some in the medical department and others in the line. Dr. Spiegelhalter enlisted in the Fifth Missouri Volunteer Infantry, and served during the three months' service as lieutenant of Company

I, Fifth Missouri Volunteers, participating in the battles of Carthage and Wilson's Creek. After he was discharged, in the fall of 1861, he took up his medical studies again. In the spring of 1862 he graduated and immediately afterwards passed his examination before the military board of medical examiners, of which Dr. I. T. Hodgen was president.

Although by the percentage of his examination he was entitled to a surgeon's position, he preferred to go where his friends were, and took the then vacant position of assistant surgeon of the Twelfth Missouri Volunteer Infantry Regiment (Osterhaus' regiment).

After Dr. Spiegelhalter was mustered out of the service he started to practice his profession in St. Louis. In 1865 he was appointed health officer by Mayor Thomas. When cholera appeared in the European seaports in the winter of 1865-66, Dr. Spiegelhalter warned the Board of Health of the threatened danger, and urged



JOSEPH SPIEGELHALTER.

them to prepare for the epidemic. When it finally reached St. Louis, the board had no money for extra sanitary work. With the aid of Hon. Erastus Wells the money was finally raised, and the work of thoroughly cleaning the streets and alleys was commenced.

In recognition of his hard and effective work in the interest of the city, Dr. Spiegelhalter was nominated and elected coroner of St. Louis county in the fall of 1866, and after the expiration of his first term he was re-elected in 1868. When Dr. Spiegelhalter entered upon his duties



as coroner, he gave up his practice and devoted all his time to his official duties.

In 1876 he was once more called into public service, Mayor Overstolz having appointed him medical member of the Board of Health. He was reappointed by Mayor Overstolz in 1877 and 1879. In 1883 Mayor Ewing also appointed him for the same position, which he filled until 1887, thus serving for eleven years as medical member of the Board of Health, where his knowledge of sanitary affairs and the topography of the city were highly appreciated.

Dr. Spiegelhalter has been a member of the St. Louis Medical Society since 1864, he is also a member of the Verein Deutscher Aerzte (Society of German Physicians), of the Microscopical Society, the Mississippi Valley Medical Society, the Academy of Science, the American Medical Association, and the American Public Health Association.

As an old soldier he belongs to the Grand Army of the Republic, the Loyal Legion and the Army of the Tennessee. He is a member of the St. Louis Ethical Society, one of the founders of the St. Louis Swimming School and of the Missouri Crematory Association; he is a director in both of these institutions and takes great interest in their management and success.

CHARLES M. HAYS, vice-president and general manager of the Wabash Railroad, was born at Rock Island, Illinois, on May 16, 1856. He embarked in the railway business November 10, 1873, when he went to work as a clerk in the office of the passenger department of the Atlantic & Pacific Railroad, at that time leased and operated by the Missouri Pacific Railroad. From January to March of the next year he was employed in freight accounts in the auditor's office.

After a few months' service in that capacity he entered the office of the general superintendent of the same company. He then entered the service of the Missouri Pacific Railway, serving in various capacities until April 1, 1884, when he accepted the position of secretary to general manager of the Wabash, St. Louis & Pacific

Railway. On October 1, 1886, he was promoted to the position of assistant general manager of the same road, and upon the death of Col. A. A. Talmage, July 1, 1887, he was appointed to succeed him as general manager of the Wabash Western Railway, which road was consolidated with the Wabash Railway on July 1, 1889, under the name of the Wabash Railroad Company, Mr. Hays being appointed general manager of the consolidated system. On February 1, 1894, he was elected vice-president, and has since held the dual position of vice-president and general manager.

Mr. Hays may be considered as a representative St. Louis man, this city having been the scene of his entire business career.

His father was Samuel Hays, who served one term as treasurer of the State of Missouri, and has also served as postmaster of St. Louis, being appointed by President Hayes, while his mother came of the well-known Morris family of New Jersey, her maiden name being Sarah Elizabeth Morris. It was at the house of Maj. John Ford, of Morristown, New Jersey, the great-grandfather of Mr. Hays, that General George Washington made his headquarters during his final campaign against the British, who then occupied New York City.

He was married on October 13, 1881 to Miss Clara G. Gregg, the daughter of William H. Gregg, of this city, their domestic life being blessed with four interesting daughters.

CUNNINGHAM, EDWARD, JR., son of Edward and Catharine (Miller) Cunningham, was born in Cumberland county, Virginia, August 21, 1841. He received a good education from private tutors at home, then in the Virginia Military Institute, at Lexington, Virginia, where he was studying during the troublous days preceding the war. Being in the first class, he went along under Stonewall Jackson, who commanded the corps of cadets during the John Brown raid. On being ordered to Charleston, being a cadet-captain, he was put in command of the section of artillery accompanying the corps. He was then ordered back with the troops to Lexington,

where he remained until the breaking out of the war, by which time he had graduated and was assistant professor of mathematics.

He was commissioned by the governor as lieutenant of engineers, and instructed the cadets at Richmond, Virginia, being the first adjutant-general.

In the year 1861, when Major Jackson was appointed colonel of the Virginia forces, he was assigned the command of the northern department of the state, with headquarters at Harper's Ferry. Mr. Cunningham was appointed captain of engineers, and assigned to that department as chief engineer. He remained under Col. Jackson until Virginia joined the Confederate States, when the department was placed under the command of General Joseph E. Johnston, after which time he served as assistant to Major W. H. T. Whitney, chief engineer until the battle of Manassas.

When the Army of the Shenandoah was ordered to Manassas to join General Beauregard, Mr. Cunningham was assigned to duty on the staff of General Kirby Smith. In December, 1861, he was commissioned first lieutenant of artillery for engineer duty in the regular Army of the Confederate States, and was ordered to report to General Mansfield Lovell at New Orleans.

He served on engineer duty in the erection of the defenses of New Orleans until April, 1861, when General E. Kirby Smith having been assigned to the department of East Tennessee, Mr. Cunningham was, at his request, ordered to

report at Knoxville. He served under General Smith in Kentucky and Tennessee until the year 1863, when, with General Smith, he was transferred to the department of the Trans-Mississippi. In the following year he was commissioned major of the artillery in the Provisional Army of the Confederate States, and served until the close of the war as chief of artillery of the Trans-Mississippi department, which embraced Arkansas, West Louisiana, Texas and the Indian Territory.



EDWARD CUNNINGHAM, JR.

On June 7, 1869, Mr. Cunningham was paroled at Shreveport, Louisiana, and was subsequently instructor in the Norwood Academy, in Nelson county, Virginia, and also in the Bellevue High School, in Bedford county, Virginia. While teaching he studied law under James P. Holcomb, formerly professor of law in the University of Virginia, but before completing his law studies he moved to New Castle, Kentucky, where, under his old

friend, General E. Kirby Smith, he acted as instructor in the Western Military Academy. He came to this city in the winter of 1872-3. He was admitted to the bar and practiced alone until 1887, when he entered into partnership with Mr. Edward C. Eliot. In the fall of 1890 these gentlemen associated themselves with Judge J. W. Phillips and Mr. A. C. Stewart.

In 1876 he married Miss Cornelia V. Thornton, daughter of Charles A. Thornton, Esq., of Louisiana. They have only one child, a son, Edward Thornton, born in 1879.

GREENE, FRANK S., the successful contractor and builder, was born in England, although he is an American in everything but that, as he was brought here when but one year old. He refers to Warwickshire, England, as the place, and September 11, 1848, as the date of his birth. On reaching the New World his parents settled in Ohio, which in 1849 was yet a new country.

In this state young Frank lived until ten years old, when, left an orphan by the death of both father and mother, circumstances became so shaped that the boy was sent to St. Louis, the date of his arrival being 1858. He was at once started to the common schools, but owing to the circumstance that he was compelled to make his own way in the world, he was compelled to leave school when about fourteen years old, an opening having offered to learn the trunk maker's trade. He applied himself diligently to this during the period of the civil war, but after he had mastered its details, he became convinced that the trade of a carpenter and builder was better adapted to his tastes and offered better opportunities of success than the other. At eighteen years of age, therefore, he went to work for Noah Dean, a well-known builder of this city, with whom he worked until 1869. As soon as he had acquired proficiency, he boldly started in business for himself. It was only in a small way then, but his business and reputation for honest and excellent work have grown with the years, and he reckons some of the wealthiest men of the city as his patrons.

Mr. Greene was married in 1874 to Miss Beckie Buck, of St. Louis county. They have two children—Jessie and Mary.

BUTLER, EDWARD.—The well-known capitalist and politician, Edward Butler, was born in Ireland, fifty-nine years ago. Like so many other of his countrymen, he early came to America in search of fortune. In New York he learned the blacksmith's trade, and coming to St. Louis afterward, worked several years as a journey-

man in various shops of the city. It was early his ambition to open a shop of his own, and as soon as he could save enough money he did so. He also soon recognized the fact that it is the specialist who wins in this latter day, and he accordingly merged his business into the horseshoeing branch of the trade exclusively, applying all his energy to learning all about a horse's foot, how to make a shoe and apply it. By reason of the fact that he then applied his



FRANK S. GREENE.

efforts to the narrow limits of doing one thing and doing that thing well, patronage began to pour in on him, and the number and size of his shops had to be increased.

Shortly after beginning business he became interested in local politics, and his power and influence have increased with the years. As time has passed his business interests have become diversified, until at the present time he is interested in a great number and variety of enterprises. In 1885 his son, Edward, Jr., was made a partner in the horseshoeing business.





*Ed Butler*





SCHMIDT, HENRY AUGUST.—Mr. Schmidt was born in the Kingdom of Hanover, Germany, March 12, 1848, and is the son of Christopher and Lottie (Kruse) Schmidt. His father was a captain in the Hanoverian army, and fought gallantly in that country's war against the old Napoleon at Leipsic in 1814. Young Henry received his education in the public schools of the City of Bremen. At fourteen years of age, in conformity with the German custom, he left school and began to receive instructions in the mechanical arts. He chose the tailoring trade, and was apprenticed to a master of his art in the City of Bremen. After three and one-half years' service with the master, he left him to begin work in one of the leading establishments of that city. From early boyhood his young heart was stirred by reading the accounts of the golden opportunities for success in America. Later on, those of his countrymen returning on a visit from the New World, gave such

glowing descriptions of it, that his young, ambitious heart was so fired that he determined to go at once to the Eldorado of so many of his countrymen. He was only nineteen years of age when he left the scenes of his boyhood and set sail for the New World. After landing in New York, and with an energy that has always been one of his characteristics, he at once sought employment, which he was not long in obtaining.

He began work for the well-known house of Croney & Lent, 753 Broadway, New York City,

and then, under the tutorship of one of the skillful artists of that day, soon became only less skillful than his master in all the details of the sartorial art. Being a very aspiring man, and desiring to see more of his adopted country, he left New York and went to Savannah, Georgia, when after a short time he made his way to Memphis, Tennessee. After a stay of several years in the latter city, he went to Vicksburg, Mississippi, where he was made the manager of the business of Geo. C. Cress &

Company, tailors, the largest house of its line in the state.

Working steadily for a number of years, and practicing economy, he determined to open a business for himself. In seeking for a location he came to the City of St. Louis, and in the year 1878 opened a merchant tailoring establishment at 618 Washington avenue. His business prospered, and in 1882 he sought better quarters in the Southern Hotel Building, where he remained for five



HENRY A. SCHMIDT

years, and in 1887 he removed to 608 Olive street. On the first day of January, 1894, he again sought more commodious quarters, which he found in the magnificent Union Trust Building, where upon the second floor he occupies the large corner room, with light and facilities unsurpassed for the transaction of his business. During his career in St. Louis, Mr. Schmidt has established a reputation which is at present worth thousands of dollars to him annually. He is justly considered the high-class tailor of this city, and not only is his trade of the most lucrative

kind, but his establishment is also the most extensive in its line in the West. Mr. Schmidt believes that success is obtainable by constant and unremitting attention to one thing, and he has therefore become interested in but few outside private enterprises, except his investments in real estate in this city as well as in Kansas City. He has lent every assistance possible to all plans of a public nature for the general welfare of the city, and has been instrumental in bringing many of his countrymen with their families to this city.

He is a Christian in belief and practice, and with his family are attendants at Pilgrim Congregational Church, to which he is a liberal contributor, as he is also to many of the public charities of the city. In 1882 Mr. Schmidt was united in marriage to Miss Bertha Leonora Volker of this city, and their union has been blessed with a large family of young Schmidts, who in time, we hope, will prove a blessing to them as well as the community, and emulate the excellent example set them by their father.

THALMANN, BERNHARD, head of the Thalmann Printing Ink Company, of this city, has attained by industry, straightforward and progressive business methods his present prosperous and prominent condition. Everything he owns is due solely to his own efforts. He is a self-made man. He is a native of the province of Saxony, Germany, where he was born in 1832. He received instructions in the public

schools until he was fourteen, at which age most German boys leave school to learn a trade. It was his fortune to be apprenticed to learn the trade of a lithographic printer, at which, when his term was completed, he worked in various shops in his native land throughout his youth and early manhood.

In 1864, when he was thirty-two years of age, he left the Fatherland to seek his fortune beyond the seas in the New World. After landing he came direct to St. Louis, where he at

once dropped into a good position as foreman of Gast's extensive establishment. For five and a half years he administered the affairs of this establishment and only resigned his place in 1869 to follow out a resolution he had previously made to enter business on his own account. He saw that a demand existed for a high-grade printers' ink, and resolved to create the supply. He had practiced frugality and saved some money, and in a small way he



BERNHARD THALMANN.

erected a plant at Twenty-first and Singleton streets. From this insignificant beginning, the plant has been enlarged from year to year, until at present it ranks among the important manufacturing enterprises of the city.

Mr. Thalmann is a member of the I. O. O. F., as well as the Knights of Honor. He has been married twice. The first time he was wedded in 1877 to Miss Carolina Sanftleben, who died some years later. In 1887 he married his present wife, whose maiden name was Gundlach. Mr. Thalmann has four children, all daughters.

LOCKWOOD, RICHARD JOHN, was born in Kent county, Delaware, September 6, 1808, and died in St. Louis, June 17, 1870, son of Caleb and Araminta (Day) Lockwood, and grandson of Richard Lockwood, a member of the convention which organized Delaware into a state in 1776, and also signed some of the first notes issued by that state. Richard J. was an only son. His mother died in the fall of 1829, and in the spring of the following year he, with his father and two sisters, removed to St. Louis.

In 1832 his father, Caleb, was elected a member of the City Council from one of the three wards into which the city was then divided, its population then being from six to seven thousand.

In 1836 Richard J. became a clerk upon one of the river steamers. Two years later he took command as captain. In 1842 he left the river, but retained an interest in river properties, and engaged in the ship chandler and grocery business with Mr.

James Hill, under the firm name of Hill & Lockwood. This firm name (as one partner after another retired or came into the firm) became successively Lockwood, Voorhes & Company, Lockwood, Pierson & Company, Lockwood & Wider, and finally R. J. Lockwood. In 1870, and shortly before his death, Mr. Lockwood retired from business.

In 1845 he married Miss Jane Berenien Morrison, youngest daughter of the late Major James Morrison, of St. Charles, and sister of the late William M. Morrison (of the firm of Morrison &

Lockwood), and of the first Mrs. George Collier, and Mrs. William G. Pettus, of St. Louis, and Mrs. Yosti, of St. Charles. Mrs. Lockwood died in 1848, leaving one son, William M. Lockwood, secretary of the St. Louis Agricultural and Mechanical Association.

In December, 1851, Mr. Lockwood married Miss Angelica Peale Robinson, a daughter of Archibald Robinson, of Jefferson county, Virginia, and sister of George R. and Archi Robinson, of this city. Mrs. Lockwood is still living.

Of this marriage seven children were born, viz.: George Robinson, Richard Robinson, James Yeatman, Archi Robinson (who died unmarried at Santa Fe, New Mexico, in October, 1892), Jeomi Morrison (now Mrs. Walker Hill), Charles Andrews and Sarah Bell.

Richard J. Lockwood was for many years a director in a number of local corporations, among them the State Savings Association (now State Bank) and St. Louis Gas Light Company.

He was an earnest Christian and devout member of the Protestant Episcopal Church, though reared in the Methodist faith, his paternal grandfather having been a member of the first Methodist church erected in Delaware, and his maternal grandfather a minister of that denomination. He was a liberal contributor to many charities and an active member and district visitor of the Provident Association for many years.

A portrait of Mr. Lockwood, by Eichbaum, is in the possession of the Missouri Historical Society.



R. J. LOCKWOOD.



KURTZEBORN, AUGUST, son of Godfrey and Dorothea Kurtzeborn, was born at Diez, Prussia, June 1, 1840, and in his native place received at the common schools the education usually accorded the German youth. He was a pupil in the schools of Diez until he emigrated with his parents to America, the event occurring when the lad was about fifteen years old. Reaching St. Louis, he determined to make this his abiding place, and here attended school for one year. On completing his education, he chose the jeweler's trade as an avocation, and to learn the business entered the establishment of L. Bauman, a house that was established in St. Louis in 1844.

It was in January, 1857, that he became connected with the house, and so steadily and diligently did he go about the business, that, January 1, 1867, ten years later, he became a junior partner in the house, the style of the firm becoming Bauman & Company. In 1872 Mr. L. Bauman retired from the firm and from the business, and his two sons, Solomon and Meyer Bauman, M. A. Rosenblatt and Mr. Kurtzeborn succeeded to the proprietorship. In 1880 the membership of the firm was still further reduced by the retirement of Mr. Rosenblatt, owing to his election to the city collectorship. In 1882 the business was incorporated, and Mr. Kurtzeborn became the company's president. This office he held up to January 1, 1894, on which date he purchased the firm's retail department, and resigned the presidency of the corporation. Since the above date he

has given his attention wholly to the retail jewelry business, and is the head of one of the soundest and most extensive houses in that line in the West. For over thirty-seven years he has been actively connected with that trade in this city, and has seen St. Louis from a comparatively small city become the metropolis of the West, and has seen the house with which he was connected, from a small beginning build up a trade extending from the Alleghanies to the Rockies; such a wide experience has made

of him an authority on all the details of his business, a line of trade in which expert knowledge and experience are of paramount importance. As at present constituted the house of which he is the head consists of himself and his two sons, August, Jr., and Louis G. Kurtzeborn.

Mr. Kurtzeborn holds membership in both the Mercantile and Union clubs. In fraternal club circles he is recognized as a brother by members of the Legion of Honor, Royal Ar-

canum and Woodmen of the World. He has always taken an active part in the furtherance of the city's interests in every legitimate manner, and his reputation as a business man, as well as a jeweler, extends far beyond the city limits.

In 1869 Mr. Kurtzeborn was married to Miss Lizzie Probst, daughter of Mr. J. D. Kurlbaum, of St. Louis. They have five children—August, Jr., and Louis G., who assist their father in the jewelry business; Lilly, now Mrs. Wm. H. Gregg, Jr.; Edwin, who is being educated at Princeton, and another.



AUGUST KURTZEBORN.

CAMPBELL, WILLIAM C., son of Jesse and Annie (Stewart) Campbell, was born in New York City, in 1855.

Mrs. Campbell died when he was only eleven years of age, and six years later Mr. Campbell, Sr., also died, leaving the subject of this sketch practically alone in the world with four brothers younger than himself.

When quite a boy he went to work in a planing mill, learning the trade pretty thoroughly in about four years, when he turned his attention to the furniture business, and at the age of seventeen occupied the responsible position of head cutter in Dana & Smith's furniture factory, South St. Louis, he having come to this city when a boy.

When only nineteen years old he started business on his own account. His capital at this time was but forty dollars, and his premises consisted of one room, the rental of which, including power, was fifteen dollars a month. To this small establishment, which was located on Twenty-third street, near Cass avenue, a partner was admitted with a capital of one hundred and fifty dollars, and seven months later the building was torn down and Mr. Campbell bought the interest of his partner.

Mr. Campbell then purchased a twenty-foot lot on Twenty-second street and erected a small, but convenient brick building, in which he resumed the manufacture of furniture, still renting power. After six months he associated himself with a Mr. Dier and proceeded to organize the

Missouri Furniture Company, with a capital stock of five thousand dollars. Mr. Campbell was made president of the new company, which at the end of three months was compelled to increase its capital and to build an addition to the factory.

In 1882 Mr. Campbell sold his stock in the company and, purchasing a lot on Thirteenth street, near Cass avenue, he erected the factory now occupied by the Scarritt Furniture Company. Here he continued for one year, when

he organized the Campbell-Hess Manufacturing Company, with a capital stock of seven thousand five hundred dollars. He shortly afterwards bought out Mr. Hess and changed the firm name to the Campbell Manufacturing Company.

Mr. Campbell's next venture was the erection of a ten thousand-dollar building on a very eligible site at the corner of Second and Hempstead streets, in which a large business was transacted and seventy-



WILLIAM C. CAMPBELL.

five skilled mechanics were kept busy.

After a very prosperous career of four years the Merchants' Terminal Railroad Company, requiring the ground for their system, purchased it, and tore down the factory.

Mr. Campbell subsequently bought out the St. Louis Glass Works Company on Broadway, Monroe and Ninth streets, paying thirty thousand dollars for the plant. He tore down the building and erected in its place one of the finest furniture factories in the country. It occupies a floor space of 300x140 feet, is three stories high,

and is the largest factory of its kind under one roof in the United States. The capital invested in this magnificent structure and its equipments amounts to over one hundred and thirty thousand dollars, and there is a capacity for three hundred men. The most costly and perfect machinery in the market is to be found on the premises, and the work put out is unexcelled.

Mr. Campbell's career has been an active one, and the amount of capital and business he has brought to St. Louis is enormous. He ranks very high in commercial and trade circles, and is one of the most popular employers of labor in the West. He ships goods both East and North, as well as South and West.

He has spent nearly a quarter of a million of dollars in the erection and equipment of factories in St. Louis, and at this writing he is but thirty-seven years old. He has been engaged in a number of enterprises outside of his business.

He has been a very active member of the Knights of Honor, a great reader, has traveled considerably, and is a strong Republican.

He married in 1874 Miss Mamie Dillon, and has had two children, a boy and a girl. The latter is still living, and is a handsome young lady of fifteen.

HAUCK, LOUIS, third son of the late Doctor Charles F. Hauck, who came to St. Louis from Germany in 1849, was born in St. Louis, March 8, 1859. He was educated in the public schools, and graduated from the High School in 1877.

He entered the St. Louis Medical College in 1877, and graduated on March 5, 1880, at the age of twenty-one. In April of the same year he passed a successful examination for a position as assistant physician to the City Hospital, where he served until May, 1881.

He then entered into practice with his father, but in August, 1882, went to Europe to attend the universities of Berlin, Vienna and Strassburg. He returned in August, 1883, and resumed the practice of his profession with his brother, Dr. Eugene F. Hauck, at the old stand of his father, who had died during his absence abroad. He is a member of St. Louis Medical Society; was for one year chief surgeon South



LOUIS HAUCK

Side Dispensary; is a member of Royal Arcanum, American Legion of Honor and Knights and Ladies of Honor, and examining physician for last two years. He is a member of Union Club, Liederkranz, St. Louis Turn-Verein and Art Society.



# GENERAL INDEX.

A		PAGE.		PAGE.
Aal, Albert A		330	Benton, Thomas H	18
Abbott, Wm. C.		489	Bergin, M	450
Adams, Elmer B		370	Bernays, A. C	530
Adams, J. W		516	Biebinger, Fred. W	215
Agricultural and Mechanical Association		86	Bierman, Lewis	502
Agricultural Implements		27	Big Four	57
Air Line		58	Biggs, W. H	158
Allen, Chas. Claffin		383	Blair, Jas. L	157
Allen, E. T		547	Bliss, Harmon J	527
Allen, Geo. W		112	Blodgett, Wells H	297
Alt, Adolph		315	Blossom, Henry M	379
American Central Building		98	Blumer, Esaias W	428
Anderson, W. T		258	Boeckeler, Adolphus	327
Annals of St. Louis		17	Bohmer, John G	404
Annan, Thos. B		316	Bond, H. W	268
Anne de Coup		17	Boot and Shoe Interests	31, 47
Anzeiger des Westens		130	Booth, David S	550
Armstrong, David H		142	Booth, John N	169
Arnold, Henry		309	Boulevard System	107
Atchison R. R. System		56	Bowman, Sam'l	423
Atkinson, Robert C		316	Boyd, T. B	82, 86, 331
Atwood, John C		538	Boyd, W. G	269
Autumnal Festivities Association	27, 81, 84, 128		Boyle, Wilbur F	308
			Branch, Jos. W	376
			Breweries	26, 42
B			Brick and Sewer Pipe	41
Bacon, Williamson		226	Briggs, Waldo	492
Baker, A. M		443	Bright, Jas. H	557
Baker, Jas. E		409	Bright, Wm	334
Baker, Jas. L		157	Broadhead, Jas. O	157
Baker, Joseph E		418	Brockman, Phil	222
Baker, Wm. J		436	Brokaw, A. Von L	385
Baltimore & Ohio		59	Brown, A. D	82
Bank of St. Louis		18	Brown, Geo. W	218
Bank of State of Missouri		19	Brownbacks	90
Bank Failures, None for Nine Years		90	Brownell, B. H	553
Bank, Official Statement of		91	Bryson, John P	246
Banner Building Year		94	Buck, M. M	155
Bannerman, Jas		191	Building Associations	26
Bar Association		129	Building Improvements	94
Barlow, Stephen D		273	Building Permits	94
Barnett, Geo. I		164	Builders' Exchange	88
Barnett, Geo. D		453	Burleigh, W. J	263
Barstow, Chas. W		322	Burlington Route	57
Barton, Joshua		48	Busch, Adolphus	210
Base-Ball Champions		87	Butler, Edw	562
Bandy, J. K		512		
Bell, Nich. M		209	C	
Bell, Leverett		302	Cable Road, First Franchise	26, 73
Bellefontaine, Fort, Established		17	Cairo Short Line	60
Bellefontaine Railroad	72, 77		Cale, Geo. Wm	268
Bench and Bar	128			





	PAGE.		PAGE.
Ewing, Mayor W. L.	106	Greene, F. S.	562
Exposition	20, 85	Greenwood, Moses Jr	249
		Gregg, W. H.	238
		Griswold, J. L.	223
		Grocery Trade	17, 48
<b>F</b>		<b>H</b>	
Fagin Building	98	Haarstick, Hy. C.	250
Fant, Fred. W.	408	Haase, Chas.	524
Ferry, First Established	17	Hagan, Oliver L.	507
Ferguson, D. K.	178	Hagerman, James	271
Ferriss, Franklin	291	Half-Million Buildings, Twenty-Six	100
Field, Jas. A.	534	Hammett, Benj. F.	318
Finance and Banking	89	Handlan, A. H. Jr	509
Fire Company, First in St. Louis	18	Hardware	48
Fire-Proof Structures	97	Harmonie Club	127
Fisher, Cleves S.	321	Harper, John G.	505
Fisher, Dan. D.	266	Harris, Wm. T.	120
Fisse, W. E.	467	Harrison, James	133
Fitzgibbon, James	441	Harrigan, Laurence	389
Flitcraft, Pembroke R.	507	Hartley, Wm. H.	461
Floods	17, 19	Hauck, Louis	568
Force, Houston T.	521	Hauck, E. F.	551
Forster, O. E.	331	Haydel, F. I.	454
Fordyce, Sam. W.	251	Haydock, W. T.	82, 417
Foster, R. M.	436	Hayes, Jos. M.	171
Fout, Fred. W.	408	Haynes, John I.	471
Francis, D. R.	108, 175	Hays, Chas. M.	560
Franciscus, Jas. M.	149	Healthiest Large City in the World	111, 116
Franciscus, J. M. Jr	342	Hebrew Churches	125
French, Pinckney	340	Heckel, Geo. P.	395
Frost, D. M.	277	Hellmuth, Phil. F.	459
Fruin, J.	527	Heller, Michael J.	456
Funkhouser, R. M.	337	Hereford, J. E.	352
Furniture and Chairs	36	Herthel, Adolph	320
Furniture Board of Trade	36	Hezel, Walter M.	524
<b>G</b>		Hibbard, H. W.	253
Gain on Eastern Cities in Thirty Years	31	Hiemenz, Hy. Jr	515
Gaiennie, Frank	82, 86	Higdon, John C.	450
Gale, Arthur H.	426	Highest Building in St. Louis	98
Ganahl, John J.	430	High School	122
Garrison, D. R.	137	Hill, H. M.	555
Garrison, O. I.	139	Hills, W. G.	514
Garesche, A. J. P.	296	Hoffman, Sam'l	442
Garesche, E. A. B.	297	Holman, M. L.	432
Gas Companies and Banking	89	Holthaus, Louis J.	173
Gauss, Chas. F.	185	Horse-Cars, Last Run Down-Town	27
Gaylord, S. A.	332	Hospes, R.	198
Gehner, August	82, 306	Hotels of the City	128
Gibson, C. E.	333	Hough, W.	520
Gibson, Sir Chas.	183	Houser, Dan. M.	256
Glasgow, Wm. C.	312	Howe, E. W.	312
Glenny, John	462	Hughes, C. H.	240
Glogau, Emile W.	493	Hughes, Wm. E.	309
Goldman, J. D.	406	Humphrey, F. W.	187
Gordon, John S.	424	Hunnicke, Robert	487
Gottschalk, Fred.	461	Hunnicke, W. G.	327
Gould, Jay	96	Huppert, W. E.	544
Grand Avenue Bridge	112	Huse, Wm. L.	200
Granite Streets	20, 24, 26	Hutchinson, R. R.	365
Graves, S. C.	495		
Greeley, Carlos S.	146		

## I

Illuminations  
Incorporation of St. Louis  
Indians  
Iron Industries  
Isaacs, H. G.  
Ives, Halsey C.

## PAGE

20  
18  
17  
37  
163  
119

## J

Jacksonville Southeastern  
Jacobson, Henry  
James, F. L.  
Jannopoulos, D.  
Jefferson Barracks  
Jockey Club, First in the City  
Jockey Club, St. Louis  
Johnson, C. P.  
Johnson, Moses P.  
Jones, Geo. P.  
Jones, Wm. C.  
Jones, Jas. C.  
Jones, Breckinridge  
Joy, Chas. F.  
Judson, Fred. N.

57  
541  
345  
540  
18  
18  
127  
164  
549  
366  
397  
364  
265  
522  
219

## K

Kaime, Jas. E.  
Keber, J. B.  
Kehlor, Jas. B. M.  
Kenna, Ed. D.  
Kennard, Samuel M.  
Kershaw, J. M.  
Kilpatrick, Claude  
King, Goodman  
Kingsland, L. D.  
Kinsella, W. J.  
Kinealy, Michael  
Kinealy, J. R.  
Kirchner, A. H.  
Klein, Jacob  
Koenig, Wm.  
Krauss, John  
Kuenzel, Andrew  
Kurtzeborn, Aug.

383  
304  
212  
208  
81, 86, 166  
469  
501  
83  
82, 87, 284  
285  
337  
343  
413  
292  
428  
485  
445  
566

## L

Laclede Building  
Lafayette  
Laidley, Leonidas H.  
Lange, Wm. B.  
Lange, A. P.  
Langenberg, Fred. J.  
Largest Brewery  
Largest Brick Factories  
Largest Exclusive Carpet House  
Largest Horse and Mule Market  
Largest Hardware Establishment  
Largest Inland Shoe Distributing Point  
Largest Jail Factory

97  
18  
328  
462  
544  
478  
29  
29  
52  
52  
52  
52  
29

Largest Jean Factory  
Largest Order for Steam Railroad Cars  
Largest Shot Tower in America  
Largest Stamping Plant  
Largest Shoe Factory  
Largest Terra Cotta Factory  
Largest Tobacco Factory  
Largest Tobacco Output  
Largest Woodenware Factory  
Largest White Lead Factory  
Largest Woodenware Establishment  
Lasher, Rob. E.  
Laughlin, Hy. D.  
Law Library  
Lawrence, J. J.  
Lead Industry  
Lebrecht, Jno. C.  
Lee, Bradley D.  
Leighton, Geo. E.  
Lewis, Bransford  
Lewis, J. M.  
Lewis, Martrom D.  
Lewis, Merriweather  
Libraries, Public and Private  
Liederkrantz  
Liggett, J. E.  
Liguest, Pierre Laclede  
Lindell Hotel  
Lindell Railway  
Link, Theo. C.  
Lindsley, DeC. B.  
Lindsley, DeC. B. Jr.  
Lionberger, J. R.  
Live Stock Interests  
Livingstone, Robert R.  
Lockwood, R. J.  
Long, E. H.  
Longan, Ed. E.  
Louisville & Nashville Railroad  
Lubke, Geo. W.  
Lucas, Charles  
Lucas, James H.  
Lucas, J. B. C.  
Ludington, Francis H.  
Ludwig, Chas. V. F.  
Luedinghaus, Hy.  
Luehrman, Chas. F.  
Lutz, Frank J.  
Lynch, Geo. N.

## PAGE.

29  
29  
29  
29  
29  
29  
29  
29  
29  
29  
52  
369  
248  
123  
244  
40  
478  
295  
21, 82, 154  
191  
357  
472  
17  
123  
127  
323  
17  
19  
72, 73, 76  
432  
358  
476  
224  
50  
45  
565  
245  
451  
58  
159  
18  
112  
19  
311  
525  
392  
545  
329  
320

## M

McClure, R. P.  
McCormick, David  
McCreery, W. C.  
McCullagh, Joseph B.  
McDonald, Marshall  
McKeighan, J. E.  
McLaran, Rob. L.  
McNair, John G.  
McNair, Lil. G.

426  
464  
537  
129  
518  
294  
496  
489  
354

	PAGE.		PAGE.
Maffitt, Charles C	135	Napton, C. McC	307
Malin, James D	477	Nasse, Aug	374
Mallinckrodt, E	325	Nelson, Lewis C	202
Mann, George R	437	Nelson, W. P	498
Mansur, Alvah	546	New Buildings, Number of	95
Manual Training School	119	New Buildings, Quality of	95
Manufactures, General	27-44	New St. Louis, How It Was Created	20 27
Mary Institute	119	New Planters' House	27, 81, 84, 100
Marquette Club	127	New Route to Alton	65
Marshall, Wm. C	317	New Union Station, Description of	66-68
Martin, John I.	411	Newspapers	129
Martin, Edward	314	New Water-Works	27
Martin, Tilly A	529	New Water-Works at Chain of Rocks	110
Marriage, First in St. Louis	18	Nicholls, C. C	522
Mason, Isaac M	254	Nicholson, Peter	192
Masonic Charter, First in St. Louis	18	Nidelet, J. C	355
Maxon, John H	199	Niemann, Gus. W	347
Mayors of St. Louis	105	Nies, John A	319
Meier, E. F. W	483	Nolker, W. F	338
Men's Clothing	35	Noonan, E. A	69, 112, 274
Merchants' Bridge and Terminals	27, 63 64	Noonan, Robert M	305
Merchants' Exchange, History of	87	Noonday Club	99
Merchants' Exchange, Presidents of for Thirty Years	88	Normal School	122
Mercantile Club	20, 126	Normile, J. C	352
Mercantile Club Building	100		
Mercantile Library	101, 123	O	
Mersman, Otto I.	548	O'Hara, Henry	459
Merrell, J. S	173	O'Reilly, Thomas	359
Merryman, John F	471	O'Reilly, M. B	421
Methodist Churches	124	O'Shea, Jos. M	414
Meyer, C. F. G	179	O'Sullivan, John	424
Meysenburg, Theo. A	313	Odd Fellows, First Lodge Established	19
Miller, Thos. P	453	Odd Fellows' Building	97
Miller, L. Cass	307	Office Buildings, Fire-Proof	26, 96
Missouri Bank	18	Oklahoma and St. Louis	16
Missouri Botanical Gardens	117	Oliver, Fielding	203
Missouri Fire Company	17	Omnibus Lines	70
Missouri, Kansas & Texas R. R	58	Opp, Fred	390
Missouri Pacific System	59	Orr, Isaac H	499
Missouri Railway Company	71, 74, 75, 77	Orr, Wm. A	505
Missouri Territory	18	Orrick, John C	362
Mobile & Ohio R. R.	60	Orthwein, Chas. F	252
Moffitt, John S	82, 214	Otofof, L. Frank	359
Money Center, St. Louis as	93	Overall, John H	220
Mooney, Fletcher D	511		
Moore, W. G	518	P	
Morris, Thos.	558	Palmer, D. M	511
Morgan, George H	88	Parks of St. Louis	117
Morton, Turner B	390	Parks, Transportation to	75
Mott, Fred. W	533	Parochial Schools and Colleges	122
Mullaughy Bank	19	Pattison, Hugh T	365
Municipal Finances	114	Pauly, P. J	536
Municipal Credit	115	Paxson, Alf. A	299
Municipal Development	105	Peckham, O. H	386
Municipal Street Sprinkling	111	People's R. R	72
Murphy, M. J	107	Peterson, L.	474
Murphy, Jos	490	Philharmonic Society	125
Murphy David	467	Pike, Sherman B	471
Museum of Fine Arts	119	Pirie, Andrew H	464
		Planters Hotel	3, 27, 81, 84, 100



	PAGE.		PAGE.
Platt, Henry S.....	368	Roos, Leonard....	416
Pollard, Henry M.....	276	Root, Aug. K .....	420
Pollman, H. C .....	532	Rosenheim, Alf. F .....	440
Polytechnic Building .....	118	Rowse, E. S.....	207
Pontiac .....	17	Rowell, Clinton S .....	290
Population, Largest Within Five Hundred Miles Radius .....	45	Rutter, Wm. A .....	391
Porter, Wm.....	554	Rutledge, Robt .....	487
Porter, Robert D., Superintendent of Census, on St. Louis.....	32, 53	Ryan, O'Neil .....	262
Post-Dispatch .....	130	Ryan, Frank K.....	347
Prather, J. G.....	279	S	
Prange, Fred. W .....	392	St. Ange de Bellerive .....	17
Presbyterian Church, First Erected .....	18	St. Louis Clearing House .....	2
Presbyterian Churches.....	124	St. Louis Club .....	127
President Cleveland, Visit of.....	88, 111	St. Louis Railroad .....	72
Priest, Henry S.....	294	St. Louis Sketch Club.....	119
Prosser, Thos. J .....	556	St. Louis Theater Corner-Stone Laid .....	19
Public School System .....	120	St. Louis Transfer Co .....	72
Public School, Free System Created .....	19	St. Louis University .....	18, 122
Pullis, Aug .....	415	Saddlery and Harness .....	39
Pullis, T. R .....	416	Samuel, Webster M. ....	170
		Sauerbrunn, Geo.....	456
		Scheer, Jacob .....	412
Q		Scheme and Charter.....	20
Querl, Chas. F .....	474	Schlegel, Robert A.....	311
		Schmidt, Hy. A.....	563
		Schnelle, August H .....	411
R		School, First English in St. Louis..	18
Railroad Conventions .....	19	School of Fine Arts .....	119
Railroads Centering in St. Louis .....	56	School Trustees First Appointed .....	18
Railroad Supplies.....	38	Schwarz, Dr. Henry.....	349
Railroads, Forecast in 1849 .....	54	Schott, August H .....	415
Railroad Growth in Ten Years .....	53	Schotten, Hubertus .....	388
Railroad and River Facilities .....	53-79	Schunman, C. H.....	529
Ralph, Julian, on St. Louis .....	25, 45, 53, 83	Schraubstadter, Carl G .....	447
Ramsey, Charles K .....	458	Scott, Thos. A .....	506
Randall, J. Harry .....	340	Scruggs, R. M.....	194
Rapid Transit, The Fight for .....	22	Scudder, Chas .....	162
Rapid Transit, History of.....	70	Scudder, Elisha G .....	193
Rapid Transit, Influence of .....	78	Scudder, Jas. W .....	406
Rapid Transit and Property Values .....	78	Scullin, John .....	242
Realty Values .....	95, 102, 103, 104	Second Baptist Church .....	124
Reis, Hy. F.....	512	Security Building.....	99
Republic.....	130	Shapleigh, A. F.....	150
Retail Center, St. Louis as a .....	55	Shapleigh, A. L .....	513
Reyburn, Valle B.....	298	Shapleigh, J. B .....	343
Reynolds, Thos. F.....	403	Shaw, Henry .....	117
Reynolds, Mat. G .....	280	Shelton, Theodore .....	282
Rialto Building .....	101	Sherwood, Adiel .....	277
Richardson, J. Clifford..	186	Shultz, J. A. J .....	448
Richardson, William C .....	366	Simmons, S. W .....	538
Richardson, Jack P .....	400	Simpson, Wm. S .....	404
Riesmeyer, Louis T .....	326	Skinker, T. K .....	302
River Improvements .....	27, 69	Smith, A. J .....	160
Rivers, Arrivals and Departures for Twenty Years.....	70	Smith, Ford .....	517
Robinson, A. C .....	282	Smoke Abatement Association.....	27, 87, 116
Robinson, E. C .....	407	Social Advantages.....	115
Rock Church .....	124	Soldan, Frank L. ....	289
Rohan, Phil.....	480	Southern Hotel .....	128
Rombauer, Rod. E .....	344	South St. Louis Railway.....	72, 77
Rood, Horace E .....	396		

	PAGE.
Spanish Club.....	87
Spaunhorst, Henry J.....	552
Spelbrink, Louis.....	501
Spencer, H. N.....	531
Spiegelhalter, J.....	559
Stanard, E. O.....	159
Star-Sayings.....	130
Stark, Chas. B.....	350
Steamboat, First to Reach St. Louis.....	18
Steedman, I. G. W.....	228
Stevens, A. T.....	485
Stewart A. C.....	220
Stifel, Otto F.....	344
Stoddart, Thos. A.....	386
Stoffel, R. J.....	371
Stoves and Ranges.....	39
Straub, Aug. W.....	174
Street Cars, First Run.....	19
Street Car Manufacturers.....	38
Street Illuminations.....	80, 81, 82
Street Paving.....	106
Street Railroads, 1892-93 Compared.....	72, 77
Street Railroads, First Trip.....	71
Suburban Railroad.....	74
Summer Gardens.....	162
Swasey, W. Albert.....	481
Swift, Wm. H.....	482

## T

Talty, J. A.....	525
Tansey, Geo. J.....	281
Tansey, R. P.....	82, 190
Taussig, Geo. W.....	551
Taylor, D. S.....	549
Taylor, Isaac S.....	446
Teichmann, Chas. H.....	393
Ten Broek, G. H.....	466
Terry, J. H.....	371
Thalmann, B.....	564
Theaters.....	126
The Burlington Bridges.....	65
Thompson, Wm. H.....	177
Thompson, Geo. H.....	379
Thoroughman, Thomas.....	236
Tobacco and Cigars.....	43
Tower Grove Park.....	117
Trade With Mexico.....	37-47
Trade and Commerce.....	45-52
Traffic Commission.....	27, 87
Transfer System, Introduction of.....	76
Trinity Church.....	124
Tuholski, Herman.....	204
Turner, T. T.....	200
Turner, John W.....	106, 181
Turner Building.....	98
Tutt, Thos. E.....	147

## U

	PAGE.
Union Club.....	127
Union Trust Building.....	98
Union Depot, Old.....	20
Union Depot Railway.....	72, 77
United States Bank.....	18
University Club.....	127

## V

Valle, Jules F.....	339
Valliant, L. B.....	301
Vandalia Railroad.....	61
Veiled Prophet.....	20, 23, 79
Viernow, Gus. M.....	434
Vogel, Chas. F.....	438


## W

Wainwright Building.....	100
Walbridge, Cyrus P.....	242
Walsh, Julius S.....	153
Walsh, Edward.....	151
Walker, D. D.....	196
Walker, Robt.....	305
Ward, Thos. J.....	443
Warner, Chas. G.....	261
Washington University Chartered.....	19, 118
Washington Observatory.....	119
Waterhouse, Sylvester.....	233
Water-Works, First in City.....	18
Water Service, History of.....	108
Water Commissioners, Board of.....	109
Watson, Howard.....	402
"We Have Moved".....	130
Wehner, Chas. E.....	379
Wells, Erastus.....	71, 141
Wells, Rolla.....	363
Wenneker, C. F.....	504
Wenzlick, Albert.....	403
West, Thos. H.....	226
West, Stillman A.....	399
Westliche Post.....	130
Wetmore, M. C.....	82-84
Wheat and Grain.....	50
Whittemore, F. C.....	396
Whittemore, R. B.....	382
Whitaker, Edwards.....	509
Whitman, Chas. Ed.....	255
Wilkerson, Edward.....	254
Williams, E. F.....	230
Woerner, J. G.....	197
Wolff, Geo. P.....	433
Wolff, Ed. B.....	231
Wyeth, H. B.....	401

## Y

Yeatman, Jas. E.....	188
----------------------	-----



UC SOUTHERN REGIONAL LIBRARY FACILITY  
  
D 000 265 173 5

**UNIVERSITY OF CALIFORNIA LIBRARY**

**Los Angeles**

**This book is DUE on the last date stamped below.**

OCT 31 1989

ILL-HDC







